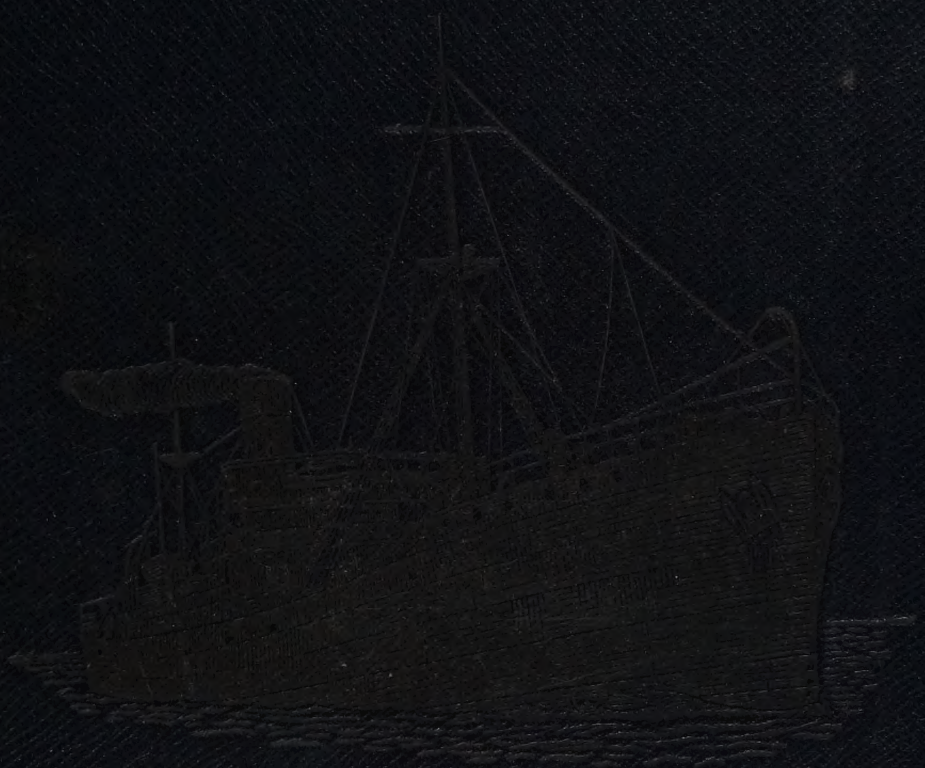
CHARTERING



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THE BUSINESS STATISTICS COMPANY, LTD.,
BALTIC HOUSE.

1925.

MOUNT STUART HOUSE,

CARDIFF,

10*th November*, 1924.

As all those connected with shipping, whether owner, broker or charterer, have usually to decide immediately as to the relative merits of two or more propositions before them, it is of the greatest assistance to be able to turn up reliable data in a handy form.

I do not recollect having seen another book containing between two covers the range of information that Mr. Jenkins has collected for this work, and "Chartering" should therefore meet a long-felt need.

A glance at its contents affords an indication of the immense amount of labour involved in its compilation, and its utility to anyone engaged in any branch of the shipping industry of the world is beyond question.

JOHN CORY.

PREFACE.

In presenting this Book on Chartering, it is hardly necessary to comment on the considerable knowledge of detailed information of the terms and conditions of charters required by those who have to deal with the fixing of tonnage.

In this volume I have endeavoured to bring together all the more important data required when chartering outward tonnage, including the rates, costs, and charter conditions at foreign, colonial and British ports to which British coal is sent ; whilst in reference to homeward chartering there is included a comprehensive list of freight units, Indian and Eastern tonnage scales, cubic measurements of various cargoes, etc.

I take this opportunity of thanking those who by valuable suggestions and help have made the publication of this book possible, and I feel sure that it will be not only of interest, but also of practical value to all who are in any way associated with the chartering of vessels.

EDWIN JENKINS, F.I.C.S.

72, Bute Street,
Cardiff,
30th June, 1925.

Every care has been exercised to ensure correctness of detail in this book, but no responsibility can be accepted in case of error or misstatement.

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CHARTERING.

General Arrangement.

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TARIFFS AND CHARGES

AT

SOUTH WALES PORTS.

Tariffs and Charges at South Wales Ports,

including Cardiff, Penarth, Barry, Newport, Swansea, Port Talbot, Llanelly, Briton Ferry, Neath Harbour, Neath Abbey, and Burry Port (each Port dealt with separately).

Tonnage Rates on Vessels.

Dock Pilotage Rates.

Sea Pilotage Rates.

Boating Rates.

Towage Rates.

Wharfage Rates.

Charges for Mixing Coal.

Trimming Tariff.

Maximum Dimensions of Tonnage permitted to enter Docks in South Wales and Monmouthshire.

Dry-Dock Accommodation.

Dry-Docking Charges.

Discharging Rates.

Stowage Rates.

Also

Schedule of Current Rates for Discharging Steamers at Sharpness, Bristol, Avonmouth, and Portishead.

Tariffs and Charges at South Wales Ports.

CARDIFF.

TONNAGE RATES ON VESSELS.

Class 1.

On all sailing, steam, or other vessels entering from or departing for any port in the United Kingdom, Isle of Man, Jersey, Guernsey, Alderney, or Sark, over 200 tons register :

Steam vessels	per net register ton ..	2d.	plus 60 per cent.
Vessels other than steam ..	„ „ „ ..	3d.	„ „

Class 2.

On all sailing, steam, or other vessels entering from or departing for any port in Europe between North Cape and Cape Finisterre :

per net register ton .. 5d. „ „

Class 3.

On all sailing, steam, or other vessels entering from or departing for any other port in Europe and the Mediterranean :

per net register ton .. 7d. „ „

Class 4.

On all sailing, steam, or other vessels entering from or departing for all other foreign ports whatsoever : per net register ton .. 9d. „ „

Bunkers Only.

On vessels destined to foreign ports taking bunkers only :

per net register ton .. 6½d. (no increase)

N.B.—Vessels entering in ballast are classed according to the outward voyage, but should a vessel come in loaded from, say, a port in Class 3, and load outwards for a port in Class 2, she would be charged the Class 3 rate.

In respect of vessels changing from one to another of the docks in the Customs port of Cardiff, *i.e.*, Cardiff, Penarth and Barry Docks (excepting vessels loading or discharging part cargoes), only one tonnage rate is charged, plus a locking fee, according to the following scale :—

Under 250 tons net register	£1	1	0	plus 60 per cent.
250 tons and under 500 tons net register ..	2	2	0	„ „
500 „ „ „ 1,000 „ „ „ ..	4	4	0	„ „
1,000 „ „ „ 1,500 „ „ „ ..	5	5	0	„ „
1,500 „ „ „ 2,000 „ „ „ ..	7	7	0	„ „
2,000 tons and upwards	10	10	0	„ „

SEE PAGE 357

No extra tonnage rate is charged if steamers proceed from one Cardiff Dock to another. Further dues are, however, incurred should steamers proceed from Cardiff to other South Wales Docks, notwithstanding the fact that all are owned by the Great Western Railway Company.

If any sailing, steam, or other vessel, being of less than 200 tons measurement, shall remain within any dock or basin for a period longer than ten days; or being of 200 tons and less than 400 tons measurement, for a longer period than fourteen days; or being of 400 tons measurement or upwards, for a period longer than twenty-one days, then for the period during which the vessel remains beyond those periods respectively, the further rates following, that is to say:

For the first seven days	at the rate of per ton per week	1d. plus 60 per cent.
For the second seven days	ditto	1½d. „ „
For every week beyond the second week	ditto	2d. „ „

In respect of vessels from or for foreign ports with part cargoes, the tonnage rates will be levied on the cargo only where the cargo is less than the net register tonnage, subject to a minimum of 25 per cent. of the net register; and provided also that, where such vessels also take bunkers, the tonnage rates shall not be less than the amount chargeable for vessels taking bunkers only.

TOWN DUES.

Town Dues are payable by all vessels entering the port of Cardiff, and vary—2s. 6d. for small vessels and 5s. for large vessels.

OILY BALLAST.

Vessels carrying oily ballast must discharge same before docking, as vessels are not allowed to do so in dock.

DOCK PILOTAGE (Optional).

Rates of Pay.

Vessels	up to			250	tons	net	register	..	10s. 0d. per move.
„	from	251	to	500	„	„	„	..	12s. 6d. „
„	„	501	to	1,000	„	„	„	..	15s. 0d. „
„	„	1,001	to	1,500	„	„	„	..	20s. 0d. „
„	„	1,501	to	2,000	„	„	„	..	25s. 0d. „
„	„	2,001	to	2,500	„	„	„	..	30s. 0d. „
„	„	2,501	to	3,000	„	„	„	..	35s. 0d. „
„	„	3,001	to	3,500	„	„	„	..	40s. 0d. „
„	„	3,501	to	4,000	„	„	„	..	45s. 0d. „
„	„	4,001	to	4,500	„	„	„	..	50s. 0d. „
„	„	4,501	to	5,000	„	„	„	..	55s. 0d. „
„	„	5,001	to	5,500	„	„	„	..	60s. 0d. „
Vessels of 5,501 tons net register and upwards								..	65s. 0d. „

SEE PAGE 357

SEA PILOTAGE (NON-COMPULSORY).

The following is the tariff for Channel Pilotage to either Penarth or Cardiff Docks :—

Tons not exceeding	From Roads to Dock.	From Nash to Dock.	From Ilfracombe to Dock.	From Lundy to Dock.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
100	0 8 9	1 6 3	2 3 9	3 1 3
200	0 17 6	2 1 3	3 4 0	4 6 9
300	1 6 3	2 16 0	4 4 0	5 12 0
400	1 15 0	3 11 0	5 4 3	6 17 6
500	2 3 9	4 5 9	6 4 3	8 2 9
600	2 12 6	5 0 9	7 4 6	9 8 3
700	3 1 3	5 15 6	8 4 6	10 13 6
800	3 10 0	6 10 6	9 4 9	11 19 0
900	3 18 9	7 5 3	10 4 9	13 14 3
1,000	4 7 6	8 0 3	11 5 0	14 9 9
1,100	4 16 3	8 15 0	12 5 0	15 15 0
1,200	5 5 0	9 10 0	13 5 3	17 0 6
1,300	5 13 9	10 4 9	14 5 3	18 5 9
1,400	6 2 6	10 19 9	15 5 6	19 11 3
1,500	6 11 3	11 14 6	16 5 6	20 16 6
1,600	7 0 0	12 9 6	17 5 9	22 2 0
1,700	7 8 9	13 4 3	18 5 9	23 7 3
1,800	7 17 6	13 19 3	19 6 0	24 12 9
1,900	8 6 3	14 14 0	20 6 0	25 18 0
2,000	8 15 0	15 9 0	21 6 3	27 3 6
2,100	9 3 9	16 3 9	22 6 3	28 8 9

8s. 9d. for every additional 100 tons or part thereof.

The rates for pilotage from Nash, Ilfracombe, and Lundy to Roads can be ascertained by subtracting the rate charged for Roads to Dock, and the maximum rate for such pilotage is that paid by vessels of 2,100 tons.

BOATING (OUTSIDE. OPTIONAL).

NUMBER OF BOATS.

Vessels up to 1,500 tons net register shall employ one boat (two men) and vessels above that size shall employ two boats (four men).

RATES OF PAY.	£ s. d.	
From Sea through Queen Alexandra Dock to Roath Dock	2 3 9	per boat.
From Sea and mooring in Queen Alexandra Dock	1 16 9	,,
From Sea to Roath Basin	1 6 3	,,
From Sea into East Basin	0 17 6	,,
From Sea into West Basin	0 17 6	,,
To or from Mountstuart Dry Dock	0 17 6	,,
To or from Channel Dry Dock	0 17 6	,,
On or off Gridiron	0 17 6	,,
On or off Windsor Slipway	1 6 3	,,

BOATING (Inside. Optional).

Number of Boats.

Vessels up to 1,500 tons net register shall employ one boat (two men) and vessels over that size shall employ two boats (four men).

Rates of Pay.

One boat (two men), 17s. 6d. per move at all times, excepting Roath Basin to Roath Dock or East Dock, or *vice versa*, for which, though still one move, a charge of £1 is made.

TOWAGE (Inside Dock).

Table of Towage Rates within the Bute Docks.

	£	s.	d.
Vessels under 50 tons	0	4	10
„ 50 tons and under 100 tons	0	6	10
„ 100 „ „ 200 „	0	9	9
„ 200 „ „ 300 „	0	14	7
„ 300 „ „ 500 „	0	19	6
„ 500 „ „ 700 „	1	4	4
„ 700 „ „ 900 „	1	9	3
„ 900 „ „ 1,000 „	1	19	0
„ 1,000 „ „ 1,100 „	2	3	10
„ 1,100 „ „ 1,200 „	2	8	9
„ 1,200 „ „ 1,300 „	2	13	7
„ 1,300 „ „ 1,400 „	2	18	6
„ 1,400 „ „ 1,500 „	3	3	4
„ 1,500 „ „ 1,600 „	3	8	3
„ 1,600 „ „ 1,700 „	3	13	1
„ 1,700 „ „ 1,800 „	3	18	0
„ 1,800 „ „ 1,900 „	4	2	10
„ 1,900 „ „ 2,000 „	4	7	9
„ 2,000 „ „ 2,100 „	4	12	7
„ 2,100 „ „ 2,200 „	4	17	6
„ 2,200 „ „ 2,300 „	5	2	4
„ 2,300 „ „ 2,400 „	5	7	3
„ 2,400 „ „ 2,500 „	5	12	1
„ 2,500 „ „ 2,600 „	5	17	0
„ 2,600 „ „ 2,700 „	6	1	10
„ 2,700 „ „ 2,800 „	6	6	9
„ 2,800 „ „ 2,900 „	6	11	7
„ 2,900 „ „ 3,000 „	6	16	6
„ 3,000 „ „ 3,100 „	7	1	4
„ 3,100 „ „ 3,200 „	7	6	3
„ 3,200 „ „ 3,300 „	7	11	1
„ 3,300 tons and over	7	16	0

The Owners of the docks will not be responsible for any damage occurring to vessels while in tow by their steamers.

TOWAGE (Outside Dock).

Steamers.

Tariff rates for assistance in or out of dock under their own steam :—

	£	s.	d.	
Up to 1,000 tons net register	7	0	0	per tug.
1,000 „ 1,500 „ „ „	8	0	0	„
1,500 „ 2,000 „ „ „	9	10	0	„
2,000 „ 2,500 „ „ „	10	0	0	„
2,500 „ 3,000 „ „ „	11	10	0	„
3,000 „ 3,500 „ „ „	12	0	0	„
3,500 „ 4,000 „ „ „	12	10	0	„
4,000 „ 4,500 „ „ „	13	0	0	„
4,500 „ 5,000 „ „ „	13	10	0	„
Over 5,000 tons net register	14	10	0	„

Contract rates for the above work :—

	£	s.	d.	
Up to 1,000 tons net register	5	0	0	per tug.
1,000 „ 1,500 „ „ „	5	10	0	„
1,500 „ 2,000 „ „ „	6	0	0	„
2,000 „ 2,500 „ „ „	6	10	0	„
2,500 „ 3,000 „ „ „	7	10	0	„
3,000 „ 3,500 „ „ „	8	0	0	„
3,500 „ 4,000 „ „ „	8	10	0	„
4,000 „ 4,500 „ „ „	9	0	0	„
4,500 „ 5,000 „ „ „	9	10	0	„
Over 5,000 tons net register	10	0	0	„

WHARFAGE ON COAL.

This is 2d. per ton, plus an increase of 60 per cent. (Ship Owners are only responsible for wharfage on bunkers.)

CHARGES FOR MIXING COAL.

Single Wagons	3d. per ton.
Lots of 2 wagons	$2\frac{5}{8}$d. „
„ 3 „	$2\frac{1}{4}$d. „
„ 4 „	$1\frac{7}{8}$d. „
„ 5 „	$1\frac{1}{2}$d. „
„ 6 „	$1\frac{1}{8}$d. „
„ 7 „	$\frac{3}{4}$d. „
„ 8 „	$\frac{3}{8}$d. „

No charge is made for lots exceeding 8 wagons.

A reduction of 25 per cent. is made from the foregoing charges when the number of wagons to be sorted after shipment is less than 10 per cent. of the total number of wagons mixed.

CARGO TRIMMING TARIFF

These tariff rates are subject to a total reduction of 33⅓ per cent.

STEAMERS.

1.	Single-deck vessels	6d. per ton.
2.	Two-deck vessels	8d. ,,
3.	Three-deck vessels	10½d. ,,
4.	Four-deck vessels	1s. 1d. ,,

not exceeding 20 feet from coamings to bulkhead.

5. OVER-DISTANCES.—When distance exceeds 20 feet, the following rates to be paid, in addition to tariff rates, on all coal shipped in the hold where over-distance occurs :—

Vessels of one and two decks are to pay as under :—

(*a*) Cargoes of 500 tons and under :—If normal, according to schedule. If abnormal, to be settled by agreement.

(*b*) Over 500 tons and up to 1,500 tons deadweight cargo :—

Over	20	ft.	and not exceeding	26	ft.	1d.	per ton.
,,	26	,,	,,	30	,,	2d.	,,
,,	30	,,	,,	34	,,	3½d.	,,
,,	34	,,	,,	38	,,	4½d.	,,
,,	38	,,	,,	40	,,	5d.	,,

(*c*) Over 1,500 tons deadweight cargo :—

Over	20	ft.	and not exceeding	26	ft.	¾d.	per ton.
,,	26	,,	,,	30	,,	1½d.	,,
,,	30	,,	,,	34	,,	2½d.	,,
,,	34	,,	,,	38	,,	3½d.	,,
,,	38	,,	,,	40	,,	4½d.	,,

Vessels of three and four decks are to pay as under :—

(*d*)

Over	20	ft.	and not exceeding	26	ft.	1d.	per ton.
,,	26	,,	,,	30	,,	1¾d.	,,
,,	30	,,	,,	34	,,	2¾d.	,,
,,	34	,,	,,	38	,,	3¾d.	,,
,,	38	,,	,,	40	,,	4¾d.	,,

These rates to apply to all coals shipped in 'tween-decks and lower holds, whether the long end occurs in both ends or in one only.

6. ONE-DECK STEAMERS WITH EXTENDED BRIDGE DECKS, AWNING DECKS, OR SHELTER DECKS.—For the holds covered by such decks, 7d. per ton, provided that when cargo is required to be trimmed on the main deck of these steamers, the two-deck rate of 8d. per ton is to be paid on all coal shipped into such holds.

7. SINGLE-DECK TURRET AND TRUNK STEAMERS to pay 1d. per ton less than one-deck steamers, but when the cast exceeds 20 feet, the full tariff rate to apply to that hold.

8. FOR KEEPING COAL CLEAR OF HATCH AREA, 2s. per ton to be paid on the quantity shipped into the 'tween-decks ; distance clause to apply.

9. Coals (Cargo or Bunkers) Shipped on Deck over the cargo spaces to be paid for at single-deck cargo rates. Where hatch area is kept clear, double the single-deck cargo rates to be paid.

10. All Steamers with Half-Deck to pay 1d. per ton in addition to tariff rates on quantity shipped down the hatch.

For the purpose of this tariff a half-deck shall consist of any fore and aft stringer over five feet wide, measurement to be taken from the frame.

11. Vessels with Deep Carrier Beams to pay 1½d. per ton in addition to tariff rates. A deep carrier beam shall be a beam of 1 ft. 9 in. measured from the deck.

12. Bridge and All Other Decks to count, whether the hatches are trunked round or not.

13. Where there is a Deep Tank in a Hold the tank top is to count as a deck, and 1d. per ton is to be paid in addition to the tariff rate on the whole quantity of coal in that hold.

Provided that where the deep tank top is not part of a 'tween-deck and does not extend more than half-way into the hatch area, 1d. per ton extra shall be paid on half the quantity in such hold.

Where the deep tank exceeds 50 per cent. of the hatch area, the tariff rates and 1d. per ton extra shall be paid for the whole hold.

Where the hold has two hatchways the hold shall be treated as two holds, and the foregoing clause shall apply accordingly.

14. Poop Hatch with No Access to Lower Hold to pay 'tween-deck only cargo rate.

15. Coal Shipped in 'Tween-decks only, when trimmers have not had the use of the lower hold, to pay :—

One 'tween-deck	1s. 1d. per ton
Two 'tween-decks	1s. 3d. „
Three „	1s. 6d. „

16. Cargo—'Tween-decks Only.—Side bunker, over-distance rates to apply.

17. When Trimmers are required to Clear the Coal down in lower holds in steamers having two or more decks, 1¼d. to be paid in addition to tariff rates on coal in lower hold to cover all stages, rigging, etc.

18. Cargo Shipped in the Lower 'Thwartship to pay cargo tariff rates. Lower 'thwartship cargo—cargo over-distance rate to apply.

19. All Steamers having already on Board iron, fuel, or other goods as part cargo, to pay on the following scale :—

If the iron, fuel, or other cargo exceeds one-fourth of the total quantity shipped through any hatchway in which the iron, fuel, or other cargo had been previously shipped, 2d. per ton extra on coal or coke shipped ; if over one-third, 3d. per ton extra ; if over one-half, special arrangements to be made. These quantities to be reckoned on deadweight or cubic capacity, whichever is the greater.

20. Levelling.—The following rates to be paid in addition to the tariff rates :—

(*a*) For the levelling, 2½d. per ton to be paid on all coals shipped previously into the hatch that is levelled.

(*b*) In the case of a second levelling in the same hatch the rate to be 4d. per ton, to cover both operations on the total quantity previously shipped.

(*c*) In the case of a third levelling in the same hatch the rate to be 6d. per ton, to cover the three operations on the total quantity previously shipped.

(*d*) No separation by decks to count as a levelling.

(*e*) When a small quantity has to be levelled from bulkhead to bulkhead, amounting to less than one-sixth of the capacity of the hold, the matter to be settled locally.

(*f*) Cutting out of hatches to be settled locally.

(*g*) Diagonal separations to be arranged locally.

21. In the Case of One-deck Steamers with Stalls, the owner is to give notice if he requires them to be filled, and in that case a rate is to be agreed locally.

22. Washed Wet, Heaped Cannel or Grey Coal.—Rate for trimming to be settled locally. Failing agreement between the parties concerned, the matter to be referred to Local Area Board.

23. Boxing and Screening Coal to be settled locally.

SELF OR EASY TRIMMERS.

24. Class 1.—Steamers in which owners give notice that they only require hatches to be levelled, to pay 2½d. per ton. Owners to have option of putting a steamer into Class 1 for any voyage where trimming below deck is not required.

25. Class 2.—Steamers with " distance " 32 feet or under, 3½d. per ton.

26. Class 3.—Steamers with " distance " exceeding 32 feet and up to and including 40 feet, 4½d. per ton.

(*a*) " Distance " to be calculated by adding all ends and wings of each hatch and dividing by the number of hatches. In vessels where there is no bulkhead between two hatches the distance between the two hatches to be divided, and half to apply to each hatch. Measurements to be taken on deck level from centre of hatch coamings to side of steamer or bulkhead respectively.

(*b*) Where there is an end exceeding 12 feet in any one hold, such hold only to pay ordinary cargo rates.

(*c*) Where any steamer is abnormally constructed, notwithstanding that an end in any one hold may exceed 12 feet, such steamer shall be submitted to the local Conciliation Board for adjudication.

(*d*) The above classes include steamers which have traded to United Kingdom ports and are included in any existing list of self or easy trimmers. New or reconstructed steamers, or steamers not hitherto trading to United Kingdom ports, to be classified by the local Boards. Destination of steamer not to affect classification.

Class 4.—Steamers from 530-750 tons, according to builder's displacement scale. Distance 28 feet and under, ends not exceeding 10 feet, to pay 4½d. Steamers of 530 tons and under, according to builder's displacement scale. Distance 25 feet and under, ends not exceeding 9 feet, to pay 4½d.

The above class to be confined to steamers built since 1st January, 1919, and reconstructed steamers. Where there is an end exceeding 9 or 10 feet respectively in any one hold, such hold only to pay ordinary cargo rates.

27. Where a parcel of coal is shipped and levelled in a self or easy trimmer, the full tariff rate for trimming shall be paid on the quantity previously shipped, plus the tariff for levelling, and the self or easy trimming rate shall be paid for the balance shipped in the hold.

BUNKERS.

28. SIDE BUNKERS in self or easy trimmers to pay tariff rates.

29. SINGLE-DECK 'THWART OR CROSS BUNKERS in self or easy trimmers, not required to be trimmed, to pay the same rate as cargo, according to the class of vessel. When trimmed, the full 'thwart bunker rate to be paid.

30. Where coals are dumped into side bunkers and no trimming done, no charge to be made for surplus on board.

COKE.

31.	Single-deck vessels	1s. 5d. per ton.
32.	Two-deck vessels	1s. 8d. „
33.	Three-deck vessels	2s. 0d. „
34.	Four-deck vessels	2s. 6d. „

not exceeding 20 feet from coamings to bulkhead.

35. OVER-DISTANCES.—The over-distances as applied for coal will apply to coke with double the coal rates.

36. FOR KEEPING COKE CLEAR OF THE HATCH AREA, double the coal rate for this class of work to be paid on the quantity shipped into the 'tween-decks.

37. COKE SHIPPED ON DECK OVER THE CARGO SPACES to be paid for at single-deck cargo rates. Where hatch area has to be kept clear, double single-deck cargo rates to be paid.

38. WHEN COKE IS TAKEN IN THE 'TWEEN-DECKS ONLY, and coal is loaded in the lower hold, the tariff is to apply. When general cargo, or other goods (wherever shipped) or coal brought from other ports, is carried in the lower hold, the rate is to be :—

If coke carried in one 'tween-deck	2s. 9d. per ton
„ „ „ two 'tween-decks	3s. 1d. „
„ „ „ three „	3s. 7d. „

39. LEVELLING.—RATES FOR LEVELLING COKE to be double coal levelling rates. If any abnormal cases, to be settled by the local Area Board.

40. COKE IN SELF-TRIMMERS :—

In self-trimmers, where hatches are levelled only, 8d. per ton.

In self-trimmers, where coke is carried on deck with hatches levelled only, rate to be 1s. per ton on quantity below deck, and 1s. 5d. per ton on quantity on deck.

Where there is space for the full cargo to be taken below deck, the tariff rate to be paid, whether trimmed or not.

BUNKERS.

Rates for trimming side bunkers :—

41.	One-deck	11d. per ton.
42.	Two-decks	1s. 3d. „
43.	Three-decks	1s. 9d. „
44.	Four-decks	2s. 2d. „

Rates for trimming 'thwart bunkers :—

45.	One-deck	7d. per ton
46.	Two-decks	9d. „
47.	Three-decks	11d. „
48.	Four-decks	1s. 2d. „

Side Bunkers.

Where there are no Lower Side Bunkers, the rates for bunkers in 'tween-decks shall be :—

49.	One 'tween-deck	1s. 9d. per ton
50.	Two 'tween-decks	2s. 1d. „
51.	Three „	2s. 5d. „

52. Any question of an abnormal pocket shall be taken to the local Conciliation Board for adjudication.

53. Fourpence per ton to be paid on each additional deck above four.

54. Steamers with no Saddle Hatches to pay 4d. per ton in addition to tariff rate. Where staging is required for this operation, and is provided by the trimmers, a special price is to be agreed.

55. All Coal having to Pass through Side Hatches to pay side bunker rates.

56. Where Bunkers are Shipped through Tubes or Cased or Boxed Bunkers of less than eight square feet, with or without proper escape holes, 9d. per ton shall be paid in addition to the tariff. (Measurement to be taken from inside of hatch cover.)

57. Bridge and All other Decks to Count. Provided that if accommodation deck extends to the after-end of the saddle hatch it is not to count as a deck ; if it extends to the forward end of the saddle hatch, to pay extra deck on half the quantity shipped through the saddle hatch ; if it extends further, it shall count as an extra deck. Boat skids not to count as a deck.

'THWARTSHIP BUNKERS.

58. Where Bunkers are Shipped in the 'Tween-decks only of a 'thwartship, 1s. per ton shall be paid on the quantity so shipped. When trimmed round trunk cargo hatchways, 1s. 6d. per ton to be paid on quantity so shipped. If 'thwartship has more than one 'tween-deck, the deck rates will apply.

59. All Bunker Coals Trimmed into the 'Tween-decks of 'Thwartship Bunker only, up to commencement of the trunk-way, to be regarded as shipped into the 'tween-deck and to pay the 1s. rate. If trimmed beyond that point along and round the trunk, the 1s. 6d. rate to be paid.

Where coal is trimmed in a hatchway partly trunked, coal trimmed towards the 'thwartship to pay 'thwartship rate.

60. These rates to apply whether cargo is taken in the lower hold or not.

61. The cargo shipped in the lower 'thwartship to pay cargo tariff rates. Lower 'thwartship cargo or bunkers—cargo over-distance rate to apply.

62. For Keeping Bunker Coal Clear of the Hatch Area, 2s. per ton to be paid on the quantity shipped into 'tween-decks.

Coal shipped in 'tween-decks only of cargo holds where trimmers have not had use of lower hold :—

63.	One 'tween-deck	1s. 1d. per ton
64.	Two 'tween-decks	1s. 3d. „
65.	Three „	1s. 6d. „

Over-Distance in Side Bunkers and 'thwartship 'tween-decks to pay on all coal cast in these spaces in addition to base rate :—

66.	Over 20 feet and up to 26 feet	1s. 6d. per ton.
67.	„ 26 „ „ 30 „	2s. 0d. „
68.	„ 30 „ „ 34 „	2s. 6d. „
69.	„ 34 „ „ 38 „	3s. 6d. „
70.	„ 38 „ „ 42 „	4s. 0d. „

71. Owner has the option to declare the distance to which coal shall be trimmed in the 'tween-decks.

72. On any over-distance, owner to give written notice of distance required to be trimmed if the full space is not required to be filled.

73. Bunker coal in cargo 'tween-decks or lower holds to be at cargo rates.

OIL TANKERS.

74. Rate for Ordinary Side Bunkers or 'Thwart Bunkers of same construction as ordinary cargo steamer to be 2s. per ton for two decks, 2s. 6d. per ton for three decks, and 3s. per ton for four decks.

75. Other Oil-Tank Steamers, with fore and aft, side, and/or 'tween-deck bunkers, to pay 3s. per ton.

SURPLUS BUNKERS.

Side Bunkers.

76. The following principles shall apply, subject to the proviso that the case of any surplus, whether normal or not, so placed as materially to obstruct bunkering, shall be settled by the local Conciliation Board.

(*a*) That 20 per cent. of the total bunker capacity should be regarded as a normal surplus, which should not be subject to the trimming tariff.

(*b*) Should the surplus on board exceed 20 per cent. of the bunker capacity, half trimming rate should be paid on the quantity on board in excess of this 20 per cent.

(*c*) Provided that in the event of the actual surplus amounting to more than 50 per cent. of the bunker capacity, half trimming rate should be paid on the quantity on board in excess of only 10 per cent. of the bunker capacity.

(*d*) The total payment shall not exceeed 2s. 5d. per ton upon the total quantity shipped for two-deck ships. The provision, according to tariff, for additional decks to apply over and above this arrangement.

(*e*) WHERE COALS ARE DUMPED INTO SIDE BUNKERS and no trimming done, no charge to be made for surplus on board.

'THWARTSHIP BUNKERS.

77. (*a*) In cases where fresh coal is dumped and the bunkers are not trimmed, no charge shall be made in respect of any surplus on board. If the bunkers are trimmed, half trimming rate shall be paid upon the surplus remaining on board, provided such surplus is normal. When, however, the surplus is abnormal, the trimming charges shall be arranged between the owners' agents and the trimmers' representatives.

(*b*) The actual quantity of surplus coal remaining on board on arrival, both in side bunkers and 'thwartship bunkers, shall be assessed on the estimate of the ship's engineer, but any objection by the trimmers against the engineer's estimate shall be considered by an independent authority.

(*c*) In the event of the side or 'thwartship permanent bunkers not requiring to be filled, three days' consumption, or 20 per cent., to be allowed without charge, whichever is the greater. If the surplus exceeds this amount, the excess shall pay trimming on half the surplus under this clause.

(*d*) Where the allowance has been made on consumption or percentage in respect of surplus in the side bunkers, trimming rate shall be paid on half the surplus brought in in 'thwart bunkers.

78. COALS AND COKE (CARGO OR BUNKERS) SHIPPED ON DECK over cargo spaces to be paid for at single-deck cargo rates; where hatch area to be kept clear, double single-deck cargo rates to be paid.

79. Tugs and trawlers to be settled locally.

SAILING VESSELS.

COAL CARGOES.

80.—(*a*) One-deck vessels :—

When three or more hatchways are used ..	10d. per ton
When two hatchways are used	11d. „
When one hatchway only is used	1s. 0d. „

(*b*) One-and-a-half-deck vessels :—

When three or more hatchways are used ..	1s. 0d. per ton
When two hatchways are used	1s. 2d. „
When one hatchway only is used	1s. 4d. „

(*c*) Two-deck vessels :—

When three or more hatchways are used ..	1s. 2d. per ton
When two hatchways are used	1s. 4d. „
When one hatchway only is used	1s. 6d. „

(*d*) Two-and-a-half-deck vessels :—

When three or more hatchways are used ..	1s. 4d. per ton
When two hatchways are used	1s. 6d. „
When one hatchway only is used	1s. 8d. „

(*e*) Three-deck vessels :—

When three or more hatchways are used ..	1s. 6d. per ton
When two hatchways are used	1s. 8d. „
When one hatchway only is used	1s. 10d. „

(*f*) Three-and-a-half-deck vessels :—

When three or more hatchways are used ..	1s. 8d. per ton
When two hatchways are used	1s. 10d. „
When one hatchway only is used	2s. 0d. „

81. Coke to pay double coal rates.

82. For the purpose of this tariff a half-deck shall consist of any stringer along the side of the ship exceeding five feet wide (measurement to be taken from the frame), or any deck not extending beyond the forward end coaming of No. 1 hatch, or beyond the after coaming of the after hatch.

83. STIFFENING.—Where coal is taken as stiffening, half trimming rate is to be paid on the quantity taken in addition to the tariff rate for the vessel when completing. This to apply to normal stiffening quantities. The quantity ordered by the captain to form the basis of the charge.

84. Sailing ships having auxiliary power to come under sailing-ship tariff.

85. Rates for Thames sailing barges, seagoing lighters, towing hulks, Dutch and French fishing smacks to be settled locally.

86. Special arrangements to be made locally for sailing ships coming in with cargo in lower holds, and taking coal or coke in 'tween-decks only.

87. All sailing ships having already on board iron, fuel, or other goods as part cargo to pay on the following scale :—

If the iron, fuel, or other cargo exceeds one-fourth of the total quantity shipped through any hatchway in which the iron, fuel, or other cargo had been previously shipped, 2d. per ton extra on coal or coke shipped ; if over one-third, 3d. per ton extra ; if over one-half, special arrangements to be made. These quantities to be reckoned on deadweight or cubic capacity, whichever is the greater.

88. All available hatchways to be used, otherwise the ship will be charged according to the number of hatchways used.

89. All decks in sailing vessels to count, whether the hatchways are trunked round or not.

90. The levelling clauses applying to steamers shall also apply to sailing vessels.

91. The distance clauses applying to steamers also to apply to sailing vessels.

92. Special arrangements to be made for sailing vessels abnormally constructed.

BALLAST.

93. (*a*) Where ballast is dumped into holds, coal tariff rates to apply.
(*b*) Where ballast is dumped on deck, rate to be .. 6d. per ton
(*c*) Where the "top is knocked off" .. .. 3d. per ton extra
(*d*) Where ballast is levelled .. .. 1s. 0d. ,, ,,
(*e*) Ballast trimmed in 'tween-decks .. .. .. 2s. 6d. per ton inclusive
(*f*) For clearing ballast from hatches on deck .. 2s. 0d. ,, ,,
(*g*) For clearing ballast from hatches in 'tween-decks.. 3s. 0d. ,, ,,

94. Where material used for ballast is abnormally difficult to handle, a special rate to be agreed locally.

GENERAL CONDITIONS.

95. OVOIDS.—Double the cargo and bunker rates to apply.

96. PITCH.—To be settled locally.

97. INSULATED STEAMERS.—Failing agreement as to rate between owners and trimmers, work to proceed and matter to be referred to the local Conciliation Board.

98. All coal, coke, or dry ballast retained on board in cargo holds of steam or sailing vessels coming into port to pay full tariff rate applicable to such hold on the quantity brought in; this clause not to apply to holds into which no cargo is shipped, or to the 'tween-deck clause for coals, No. 15, or for coke, No. 38.

99. Tugs and trawlers to be settled locally.

100. All available hatchways to be used, otherwise the steamer will be charged according to the distance scale.

101. All trimming shall be done under the control and to the satisfaction of the ship's officer in charge, or his deputy.

102. No settlement made outside the Board shall be binding in any other case, whether affecting the same or a similar vessel.

103. This tariff being new, there may be abnormal cases for adjustment between trimmers and owners, and in such cases either side has the right to appeal to the local Conciliation Board for adjudication. Pending their decision, no stoppage of work shall take place.

104. In the case of either owners or men considering that any clause in this tariff acts unfairly, the matter to be raised at the next meeting of the National Board, subject to either party giving at least one month's notice.

105. All demands from men to be settled through the recognised officials in each port, and work to proceed pending settlement.

OVERTIME.

On Saturdays work finishes at noon, but if a vessel is then near enough to completion to be finished in another hour, in order to save the week-end, work will be carried on from

12 to 1 p.m., owners paying 5s. per man overtime whether for an hour or part thereof, and on the condition that vessel then sails, whether short of cargo or not.

Owners also have to pay tippers overtime amounting to 5s. per man per hour.

The foregoing Trimming Tariffs, both for cargo and bunkers, are applicable to all South Wales Ports, under The National Coal Trimming Tariff.

PATENT FUEL TRIMMING TARIFF.

The charge for trimming fuel is 1s. plus 37½ per cent. per ton.

MAXIMUM DIMENSIONS of tonnage permitted to enter the docks :—

	Length.	Beam.	Draft.
WEST DOCK	280′	34′	12′
		If 32′ then	14′
		„ 30′ „	16′ (This variation is caused by the design of entrance lock to dock.)

EAST DOCK.

	Length.	Beam.	Draft.
Via East (Tidal) Basin ..	370′	48′ 6″	19′
		If 48′ then	19′ 3″
		„ 47′ „	20′
		„ 42′ „	23′

Depth of water, 25′; maximum draft allowed, 23′. Steamers often complete their loading of a fuel cargo in the East Basin, when tides must be taken into consideration. 365′ is the extreme length of the Basin in the wings.

JUNCTION.

Between East Dock and Roath (Tidal) Basin—

	Length.	Beam.	Draft.
Loaded	320′	60′	23′
Light or part loaded	346′	..	16′ for. 22′ aft.
ROATH (TIDAL) BASIN	570′	75′	32′ H.W.O.S.T. 22′ H.W.O.N.T.

ROATH DOCK AND QUEEN ALEXANDRA DOCK.

These docks are on the same level and are connected by a communicating passage 90′ wide. Therefore a vessel bound for the Roath Dock could always enter via Queen Alexandra Dock Locks, dimensions of which are :—

850′ length	90′ breadth	42′ depth H.W.O.S.T. 32′ „ H.W.O.N.T.

The normal depth of water in the Queen Alexandra Dock is 37′ 6″ and in the Roath Dock, 34′.

DRY-DOCK ACCOMMODATION.

Name.	Owners.	Length.	Width of Entrance.	Depth of Water on cill.	Depth of Water on blocks.
Commercial Dry Dock	G.W.R. Co.	600′	60′	21′	
Gridiron	,, ,, ...	350′	38′ beam		7′ less than West Dock.
Channel Dry Dock ..	Channel Dry Dock & Pontoon Co., Ltd.	635′	62½′	28′ H.W.O.S.T. 18′ H.W.O.N.T.	
Channel Pontoon ..	,, ,, ,,	335′	60′ beam		H.W.O.S.T. 21′ 6″ H.W.O.N.T. 11′ 6″
Bute Dry Dock ..	,, ,, ,,	600′	55′	25′ 6″	
Mercantile Pontoon ..	,, ,, ,,	360′	52′ beam		20′
Mountstuart Dry Dock No. 1	Mountstuart Dry Docks and Shearman's, Ltd.	420′	52′	27′ H.W.O.S.T. 17′ H.W.O.N.T.	
No. 2	,, ,, ,,	400′	52′	27′ H.W.O.S.T. 17′ H.W.O.N.T.	
No. 3	,, ,, ,,	565′	66′	28′ H.W.O.S.T. 18′ H.W.O.N.T.	
Bute West Graving Dock.	Hill's Dry Docks and Engineering Co., Ltd.	235′	38′	13′	
Bute East Graving Dock No. 1 ..	,, ,, ,,	400′	49½′	14′ 6″	
Bute East Graving Dock No. 2 ..	,, ,, ,,	408′	44½′	14′ 6″	
Junction Dry Dock ..	Cardiff Junction Dry Dock & Engineering Co., Ltd.	420′	60′	16′	
Windsor Slipway No. 1	Elliot & Jeffery, Ltd. ..	340′	50′ beam		H.W.O.S.T. 18′ for. 28′ aft. H.W.O.N.T. 8′ for. 18′ aft.
,, ,, No. 2	,, ,, ,, ..	340′	50′ beam		do.
Gridiron	,, ,, ,, ..	450′	56′ beam		H.W.O.S.T. 20′ for. 25′ aft. H.W.O.N.T. 10′ for. 15′ aft.

DRY-DOCKING CHARGES.

To dock and clean for sighting purposes and/or apply one or two coats of owners' composition from keel to light line, including dry-dock dues for three tides (viz., 24 hours) or less and/or including applying a touch up if required :—

Tons gross register.	Flat Keel. £ s. d.	Bar or Hanging Keel. £ s. d.
150 and under 200 ..	18 0 0	20 0 0
200 „ „ 300 ..	19 0 0	21 10 0
300 „ „ 400 ..	20 0 0	23 0 0
400 „ „ 500 ..	21 0 0	24 10 0
500 „ „ 600 ..	22 10 0	26 0 0
600 „ „ 700 ..	24 0 0	27 10 0
700 „ „ 800 ..	25 10 0	29 0 0
800 „ „ 900 ..	27 0 0	31 0 0
900 „ „ 1,000 ..	28 10 0	33 0 0
1,000 „ „ 1,100 ..	30 0 0	35 0 0
1,100 „ „ 1,200 ..	31 10 0	37 0 0
1,200 „ „ 1,300 ..	33 0 0	39 0 0
1,300 „ „ 1,400 ..	34 10 0	41 0 0
1,400 „ „ 1,500 ..	36 0 0	43 0 0
1,500 „ „ 1,600 ..	37 10 0	44 10 0
1,600 „ „ 1,700 ..	39 0 0	46 0 0
1,700 „ „ 1,800 ..	40 10 0	48 0 0
1,800 „ „ 1,900 ..	42 0 0	50 0 0
1,900 „ „ 2,000 ..	43 10 0	52 0 0
2,000 „ „ 2,100 ..	45 0 0	54 0 0
2,100 „ „ 2,200 ..	46 10 0	56 0 0
2,200 „ „ 2,300 ..	48 0 0	58 0 0
2,300 „ „ 2,400 ..	50 0 0	60 0 0
Above 2,400	5d. per gross register ton for flat keels.	
	6d. „ „ „ „	bar or hanging keels.
	¾d. „ „ „ „	each extra tide.

DISCHARGING RATES.

Asphalt, in barrels	2s. 0d. per ton.
Billets	1s. 9d. „
Deals	7s. 6d. per std., plus winch driving or cranage.
General Goods	2s. 0d. per ton.
Grain, in bags	2s. 0d. „
„ in bulk	1s. 2d. „
„ tallying	3d. „

Ore, Natural	Day	1s. 8¾d. per ton, including cranage.
	Night	6d. extra per ton.
„ Calcined Spathic	Day	2s. 0¾d. per ton, including cranage.
	Night	6d. extra per ton.
Pitprops (extra for wood ex bunker space, lazarets, peaks, bridge decks, alleyways, etc.)		7s. 0d. per fathom, including cranage.

This charge is a condition of Charter-party, vessels never being fixed with Owners' stevedore.

Pitwood, ex steamer (extra for wood ex bunker space, lazarets, peaks, bridge decks, alleyways, etc.) ..	1s. 9d. per ton excluding cranage.
According to the conditions of the "Pitwoodcon" Charter, steamers have to pay 2s. 3d. per ton for discharging, inclusive of cranage and slings.	
Pitwood ex sailing vessel	2s. 4d. per ton, excluding cranage.
Potatoes	2s. 0d. per ton, including winchmen.

STOWING RATES.

Black Sheets	2s. 9d. per ton, including cranage.
Galvanized Sheets	2s. 9d. „ „ „
Sleepers	3s. 0d. „ „ „
Tinplates	2s. 1½d. „ „ „
Rails	2s. 6d. per ton. (If shipped by crane, steamer pays half cost of cranage.)

PENARTH.

TONNAGE RATES ON VESSELS.

The same as charged at Cardiff, with the exception of Class 4, for which steamer rate is 8d. plus 60 per cent. and sailing vessel rate 9d. plus 60 per cent.

SEA PILOTAGE. See under Cardiff.

DOCK PILOTAGE. The same as charged at Cardiff.

DOCK BOATING. „ „ „

TOWAGE (Outside Dock). See under Cardiff.

WHARFAGE CHARGES ON COAL. The same as charged at Cardiff.

MIXING CHARGES ON COAL. „ „ „

TRIMMING TARIFFS. „ „ „

Maximum dimensions of steamers allowed to enter the dock :—

Length.	Beam.	Draft.
440′ ..	56′ ..	—

The two following examples are typical of steamers that are loaded in this dock :—

409′ ..	53′ 6″ ..	26′ 6″
379′ ..	56′ ..	23′

During ordinary neap tides the average depth of water over the cills is 25′ 6″ at high water. An allowance must be made for vessels over 50′ beam on account of an invert of the cills.

It is advisable to communicate with the Dock Superintendent should there be any doubt about the dimensions of the steamer being suitable.

Basin Berth.—Actual length is 390′, but it is not advisable to load vessels at this berth of a greater length than 350′ in order to gain the greatest benefit in loading by the four movable tips.

The depth of water at this berth between tides is usually maintained at 30′. On neap tides, however, during the time the outer gates are open, the depth may be less than 25′. Consequently it is the practice of the dock authorities not to load vessels of more than 22′ loaded draft during such tides.

PENARTH HARBOUR (n.a.a.).

Tonnage Dues on Vessels.

For every vessel not exceeding 200 tons register, per net register ton	½d., plus 60 per cent.
For every vessel exceeding 200 tons register, per net register ton	1d. „ „

Maximum size vessels loaded : 800 tons.

Depth of water : 30′ spring tides ; 20′ neap tides.

DRY-DOCK ACCOMMODATION.

The Penarth Pontoon, Slipway, and Ship Repairing Co. have

	Length.	Width of Entrance.	Depth of Water.
Floating Pontoon	420′	58′	When water in dock 30′ can take steamers 15′ draft, but steamers up to 23′ draft can be accommodated when there is 38′ water in dock.
Slipway (outside Penarth Dock)	300′	47′	30′ H.W.O.S.T. 17′ H.W.O.N.T.

DISCHARGING RATES.

Billets	1s. 9d. per ton.
Deals	7s. 6d. per std., plus winch driving or cranage.
General Goods	2s. 0d. per ton.
Ore, Natural	1s. 8¾d. per ton, including cranage.
„ Calcined Spathic	2s. 0¾d. „ „ „
Pitwood, ex steamer (extra for wood ex bunker space, lazarets, peaks, bridge decks, alleyways, etc.) .. According to the conditions of the "Pitwoodcon" Charter, steamers have to pay 2s. 3d. per ton for discharging, inclusive of cranage and slings.	1s. 9d. per ton, excluding cranage.
Pitwood, ex sailing vessel	2s. 4d. „ „ „
Pitwood, Use of Cranes	4¾d. per ton.
Woodpulp, Dry	1s. 3d. „
„ Wet	1s. 2d. „

BARRY.

TONNAGE RATES ON VESSELS. The same as charged at Cardiff.
DOCK PILOTAGE. ,, ,, ,,
SEA PILOTAGE. (See page 23.)
DOCK BOATING. The same as charged at Cardiff.
WHARFAGE CHARGES ON COAL. ,, ,, ,,
MIXING CHARGES ON COAL. ,, ,, ,,
TRIMMING TARIFFS. ,, ,, ,,
TOWAGE (Outside Dock). ,, ,, ,,

The dimensions of the largest vessels that have entered this port are :—

Length.	Beam.	
583′ 2″ ..	68′ 4″	through No. 3 Dock.
550′ 2″ ..	63′ 3″	through Lady Windsor Lock.

The maximum draft is governed by the beam of the vessel. It is possible to pass a vessel in or out with a beam of about 58′ drawing 31′.

Should there be any doubt concerning the suitability of a steamer for any dock, it is always advisable to ascertain by communicating direct with the Dockmaster.

DRY-DOCK ACCOMMODATION.

Name.	Owners.	Length.	Width of Entrance	Depth of Water on Cill.
Commercial Graving Dock.	G.W.R. Co.	860′	60′	26′ 8″ H.W.O.S.T. 18′ 4″ H.W.O.N.T.
Graving Dock No. 1 ..	Barry Graving Dock Co., Ltd., ..	772′	57½′	21′
Graving Dock No. 2 ..	,, ,, ..	620′	68′	24′

DISCHARGING RATES.

Grain, in bags	2s. 0d. per ton.
,, in bulk	1s. 2d. ,,
,, tallying	3d. ,,
Pitprops (extra for wood ex bunker space, lazarets, peaks, bridge decks, alleyways, etc.)	7s. 0d. per fathom, including cranage.
This charge is a condition of Charter-party, vessels never being fixed with Owners' stevedore.	
Pitwood, ex steamer	1s. 9d. per ton, excluding cranage.
According to the conditions of the "Pitwoodcon" Charter, steamers have to pay 2s. 3d. per ton for discharging, inclusive of cranage and slings.	
Pitwood, ex steamer, from bunkers, alleyways, forepeaks, lazarets, bridge decks, or tanks	2s. 11d. ,, ,, ,,
Pitwood, from abnormal bunkers, forepeaks or lazarets, or where wood has to be handed up or where wood has to be carried more than 36 feet..	4s. 3½d. ,, ,, ,,
Pitwood, ex sailing vessel	2s. 4d. ,, ,, ,,

SEA PILOTAGE.

The following Pilotage Rates have been in force since the 14th March, 1921 :—

1.—Every Licensed Pilot employed in taking a ship or vessel between the Barry Dock and any point in Cardiff Roads or the Pilotage Port of Barry, or *vice versa*, shall be paid according to the registered tonnage of such vessel, as follows :—

FOR VESSELS LADEN AND UNLADEN

If under 60 tons	If 60 tons and under 100	If 100 tons and under 150	If 150 tons and under 200	If 200 tons and under 250	If 250 tons and under 300	If 300 tons and under 400	If 400 tons and under 500	If 500 tons and under 600	If 600 tons and under 800	If 800 tons and under 1,000	If 1,000 tons and under 1,300	If 1,300 tons and under 1,500	If 1,500 tons and under 1,700	If 1,700 tons *
s. d.	s. d.	s. d.	s. d.	s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
5 10	8 9	11 8	14 7	17 6	1 0 5	1 4 6	1 9 2	1 12 1	1 15 0	2 0 10	2 18 4	3 10 0	4 1 8	4 13 4

* And 8s. 9d. for every additional 100 tons.

2. Any ship or vessel to or from the Pilotage Port of Barry, upon or in the waters of the Bristol Channel between Lundy Island and Kingroad, for which the services of a duly Licensed Pilot may be required and rendered, shall pay according to the registered tonnage of such vessel, as follows :—

FOR VESSELS LADEN AND UNLADEN

	If under 150 tons	If 150 tons and under 200	If 200 tons and under 300	If 300 tons and under 400	If 400 tons and under 500	If 500 tons and under 600	If 600 tons and under 800	If 800 tons and under 1,000	If 1,000 tons and under 1,250	If 1,250 tons and under 1,500	If 1,500 tons and under 1,750	If 1,750 tons and under 2,000	If 2,000 tons and upwards
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Between Barry Port and Nash or Kingroad ..	0 17 6	1 0 5	1 3 4	1 9 2	1 12 1	1 15 0	2 0 10	2 6 8	2 18 4	3 10 0	4 1 8	4 13 4	5 5 0
Between Barry Port, 'Combe, or any point West of Nash and East of 'Combe ..	1 15 0	2 2 4	2 14 0	3 4 2	3 11 6	3 18 9	4 4 7	5 7 11	6 17 1	8 6 3	9 6 8	10 7 1	11 7 6
Between Barry Port and Lundy Island, or any point West of 'Combe	3 1 3	3 12 11	4 9 0	4 19 2	5 6 6	6 2 6	6 12 9	8 9 2	10 15 10	13 2 6	14 11 8	16 0 10	17 10 0

* Discharging or Stowing General Goods	2s. 4d. per ton.
* Shipping and Stowing Galvanized Sheets	4s. 1d. „
* „ „ Tinplates	3s. 3¾d. „
* Night Work	8d. per ton extra.

* *If these rates are required to be apportioned, they are divided equally between the Shipper and the steamer.*

NEWPORT.

TONNAGE RATES ON VESSELS.

Class 1.

On all sailing or steam vessels entering with cargoes from and departing with cargoes for any port in the United Kingdom, Isle of Man, Jersey, Guernsey, Alderney or Sark, the following rate :

100 tons and upwards .. .. .. per register ton .. 2d. plus 60 per cent

Class 2.

On all sailing or steam vessels entering with cargoes from or departing with cargoes for any port in Europe, except places within the Straits of Gibraltar or beyond the North Cape :

150 tons and upwards .. .. .. per register ton .. 5d. „ „

Class 3.

On all sailing or steam vessels entering with cargoes from or departing with cargoes for any port or place in Europe round the North Cape, or any port or place within the Straits of Gibraltar, whether in Europe, Asia or Africa :

150 tons and upwards .. .. .. per register ton .. 7d. „ „

Class 4.

On all sailing or steam vessels entering with cargoes from or departing with cargoes for all other foreign ports : per register ton .. 9d. „ „

On vessels destined to foreign ports, taking bunkers only :
per register ton .. 6½d. (no increase)

Vessels entering in ballast to be loaded coastwise or foreign may remain in the dock without any additional charge for the periods afterstated :

A vessel not exceeding 200 tons register	2 weeks
„ above 200 tons, and under 400	3 „
„ above 400 tons and under 700	4 „
„ 700 tons and upwards	5 „

Vessels entering with cargo and intending to depart with cargo may remain in the dock without any additional charge for the periods afterstated :

A vessel not exceeding 400 tons register	4 weeks.
„ above 400 tons and under 700	5 „
„ above 700 tons	6 „

(N.B.—A vessel not exceeding 200 tons register, at the Town Dock three weeks).

If any steam or sailing vessel remain in the dock or basin for a longer period than is above-mentioned, the Company, in addition to the rates or tolls payable by such vessel on entry, may charge the master of the vessel for such protracted stay the undermentioned rents or rates :

For the first week or any part thereof	per register ton	½d. plus 60 per cent.
For the second week or any part thereof		¾d. „ „
For the third week or any part thereof		1¼d. „ „
For the fourth and every subsequent week or part of any incomplete week		1½d. „ „

In respect of vessels from or for foreign ports with part cargoes, the tonnage rates will be levied on the cargo only where the cargo is less than the net register tonnage, subject to a minimum of 25 per cent. of the net register ; and provided also that, where such vessels also take bunkers, the tonnage rates shall not be less than the amount chargeable for vessels taking bunkers only.

DOCK PILOTAGE. The same as charged at Cardiff.

SEA PILOTAGE.

The following are the Pilotage Rates to Newport from Lundy Island and *vice versa*, which came into force on 1st January, 1924.

Net Registered Tons	Roads.	Barry.	Nash.	Ilfracombe.	Lundy.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Under 100	0 12 8	1 11 6	1 17 10	2 14 8	3 15 8
100 and under 200 ..	1 1 0	2 9 0	2 18 10	3 19 10	5 0 10
200 „ 300 ..	1 9 5	3 3 0	3 15 8	5 9 3	6 14 5
300 „ 400 ..	1 13 8	4 0 6	4 16 8	6 1 10	7 15 5
400 „ 500 ..	2 2 0	4 5 5	5 2 3	7 0 0	8 17 10
500 „ 600 ..	2 6 3	4 11 0	5 9 11	7 11 11	9 18 2
600 „ 700 ..	2 10 5	5 2 3	6 2 6	8 12 11	11 3 4
700 „ 800 ..	2 10 5	5 5 0	6 6 0	9 0 8	11 6 10
800 „ 900 ..	2 18 10	5 14 10	6 17 11	9 16 0	13 3 11
900 „ 1,000 ..	2 18 10	5 19 0	7 2 10	10 1 8	13 8 10
1,000 „ 1,100 ..	4 4 0	7 0 0	8 8 0	11 15 3	15 19 3
1,100 „ 1,200 ..	4 4 0	7 0 0	8 8 0	12 12 0	17 4 5
1,200 „ 1,300 ..	4 4 0	8 8 0	10 1 8	13 8 10	18 9 8
1,300 „ 1,400 ..	5 0 10	8 8 0	10 1 8	14 2 10	19 0 10
1,400 „ 1,500 ..	5 0 10	8 8 0	10 1 8	14 16 10	19 12 0
1,500 „ 1,600 ..	5 17 8	9 16 0	11 15 3	15 10 10	20 3 3
1,600 „ 1,700 ..	5 17 8	9 16 0	11 15 3	15 16 5	20 14 5
1,700 „ 1,800 ..	7 2 10	11 4 0	13 8 10	16 2 0	21 5 8
1,800 „ 1,900 ..	7 11 3	11 11 0	13 17 3	16 7 8	21 16 10
1,900 „ 2,000 ..	7 19 8	11 18 0	14 5 8	16 16 0	22 5 3
If 2,000	8 8 0	12 19 0	15 10 10	17 4 5	22 13 8

NOTE.—An additional charge of 10s. 6d. shall be payable for every 100 tons or part thereof in excess of 2,000 tons.

DOCK BOATING.	The same as charged at Cardiff.
WHARFAGE CHARGES ON COAL.	,, ,, ,,
MIXING CHARGES ON COAL.	,, ,, ,,
TRIMMING TARIFFS.	,, ,, ,,

The maximum dimensions of steamers permitted to enter :—

	Length.	Beam.	Draft.
TOWN DOCK	210′	58′	25′ H.W.O.S.T. 15′ H.W.O.N.T.
ALEXANDRA DOCK	400′	70′	32′ H.W.O.S.T. 22′ H.W.O.N.T.
,, ,, (South Lock) ..	950′	98′	40′ H.W.O.S.T. 30′ H.W.O.N.T.

There is a bank in the entrance channel to the South Lock which is dredged to about 3′ 3″ above the level of the lock cill.

Should there be any doubt concerning the suitability of a steamer for any dock, it is always advisable to ascertain by communicating direct with the Dock-master.

DRY-DOCK ACCOMMODATION.

Name.	Owners.	Length.	Width of Entrance.	Depth of water on cill. H.W.O.S.T.	Depth of water on cill. H.W.O.N.T.
Commercial Graving Dock.	G.W.R. Co.	523′	49′	16′ irrespective of tides.	
Tredegar	Tredegar Dry Dock & Wharf Co., Ltd. ..	712′	65′	28′ 6″	14′
Channel	Cardiff Channel Dry Dock & Pontoon Co., Ltd.	785′	65′	29′ 8″	15′ 6″
Bailey's	C. H. Bailey, Graham & Co., Ltd. ..	415′	60′	20′ irrespective of tides.	
Mary	Mountstuart Dry Docks and Shearman's, Ltd.	350′	47½′	25′	11′
Alice	,, ,, ,,	289′	42½′	26′	12′
Edith	,, ,, ,,	222′	36′	20′ 6″	13′ 6″
Eastern	,, ,, ,,	424′	55′	26′	13′

DISCHARGING RATES.

All Natural Ores	1s. 8¾d. per ton, including cranage
Norwegian Briquettes	1s. 8¾d. ,, ,, ,,
Nodules	1s. 8¾d. ,, ,, ,,

All Pyrites (except fine from Seville)	1s. 8¾d. per ton including cranage.
All Calcined Spathic Ores	2s. 0¾d „ „ „
Melilla, Navaretta, and Rif Ores	2s. 0¾d. „ „ „
Briquette Ores from Almeria and Sagunto ..	2s. 0¾d. „ „ „
Fine Pyrites from Seville	2s. 0¾d. „ „ „
Rock Phosphate (ground or unground)	2s. 0¾d. „ „ „

OVERTIME.—6d. per ton additional to above rates.

Billets (28′ in length and under)	1s. 6¼d. „ „ „
„ (over 28′ in length)	1s. 8¼d. „ „ „
„ (round)	1s. 11¼d. „ „ „
Blooms	1s. 6¼d. „ „ „
Crop Ends (not less than 1′ in length)	1s. 6¼d. „ „ „
Scrap-iron	3s. 3¾d. „ „ „

OVERTIME.—Approximately 6d. per ton.

Pitprops (extra for wood ex bunker space, lazarets, peaks, bridge decks, alleyways, etc.), ..	7s. 0d. per fathom, exclusive of cranage.

This charge is a condition of Charter-party, vessels never being fixed with Owners' stevedore.

Pitwood, ex steamer's hold	1s. 10¾d. per ton, including cranage.
„ ex alleyways, bunkers, bridge decks, etc.	1s. 3d. extra per ton.
„ ex forepeaks, lazarets, or where wood has to be handed up	2s. 6d. „ „
„ 4½′ timber	6d. „ „
„ Sorting cargo	4d. „ „

According to the conditions of the "Pitwoodcon" Charter, steamers have to pay 2s. 3d. per ton for discharging, inclusive of cranage and slings.

LOADING RATES.

	Stowing.	Cranage.
Black Sheets, in cases..	2s. 4½d.	4¾d.
„ „ in bundles	2s. 4½d.	4¾d.
Galvanized Sheets, corrugated, in bundles	2s. 4½d.	4¾d.
„ „ flat, in cases	2s. 4½d.	4¾d.
„ „ flat, in bundles	2s. 4½d.	4¾d.

OVERTIME.—Stowing, 9d. per ton.

NEWPORT RIVER (Not always afloat).

Vessels are not charged any tonnage rates. (At certain discharging berths, wharfowners make a charge of 1d. per ton keelage).

ARROW FUEL WHARF.

Beam, 55′; maximum length, 400′.

Depth of water alongside, say, 1′ 6″ to 2′ less than on Town Dock cill. It is, however, necessary to have a margin of 2′ 6″ to ensure sailing from such berth.

TRIMMING FUEL. The same as charged at Cardiff.

TRIMMING BUNKERS.

An inclusive charge of 2s. 6d. per ton is made at this wharf for wharfage, hoisting, and trimming.

SWANSEA.

TONNAGE RATES ON VESSELS.

CLASS 1. COASTWISE.

For steam vessel coastwise bound from or to any port or place in the United Kingdom, or in the Isle of Man, or in Jersey, Guernsey, Alderney, or Sark .. .. per net register ton .. 3¼d.

CLASS 2. EUROPEAN (NORTH CAPE TO FINISTERRE).

For every vessel bound to or from any port or place in Europe between the North Cape and Cape Finisterre :

100 tons and upwards .. .. per net register ton .. 8d.

CLASS 3. OTHER PORTS IN EUROPE AND THE MEDITERRANEAN.

For every vessel bound to or from any port or place in Europe, not included in classes 1 and 2, or any port or place within the Straits of Gibraltar :

250 tons and upwards .. .. per net register ton .. 11¼d.

CLASS 4.

For every vessel bound to or from any port or place not included in any of the above classes :

150 tons and upwards .. .. per net register ton .. 1s. 2½d.

VESSELS IN BALLAST.

All vessels entering in ballast will be classed and charged according to the outward voyage.

BUNKERING ONLY.

Vessels entering the Harbour for the purpose of bunkering only and destined for a foreign port .. .. per net register ton .. 6½d.

Additional Rates Chargeable for Extra Layerage.

In addition to the rates specified above, the following further rates are payable in respect of the following vessels, viz. :—

For every vessel of whatever class remaining more than thirty days in the Town Float or in the South Dock or any half-tide basin, the Prince of Wales Dock, the King's Dock, or the Queen's Dock, not being a vessel lying or being within the Beaufort Dock :—Per day for the first seven days after such thirty days, at the rate per ton per week of $1\frac{1}{2}$d.

Per day after such first seven days, at the rate per ton per week of.. $2\frac{1}{4}$d.

In respect of vessels from or for foreign ports with part cargoes, the tonnage rates will be levied on the cargo only where the cargo is less than the net register tonnage, subject to a minimum of 25 per cent. of the net register ; and provided also that, where such vessels also take bunkers, the tonnage rates shall not be less than the amount chargeable for vessels taking bunkers only.

DOCK PILOTAGE. The same as charged at Cardiff.

DOCK BOATING. „ „ „

SEA PILOTAGE. (See page 30.)

WHARFAGE CHARGES ON COAL. $3\frac{1}{4}$d. per ton.

MIXING CHARGES ON COAL. The same as charged at Cardiff.

TRIMMING TARIFFS. „ „ „

The maximum dimensions of tonnage permitted to enter :—

	Length.	Beam.	Draft. Spring Tide.	Draft. Neap Tide.
KING'S DOCK	800′	85′	32′	27′ 6″
PRINCE OF WALES DOCK	500′	66′	25′ 6″	20′
NORTH DOCK	385′	51′	18′	16′
Owing to the formation of the cill, vessels of lesser beam can be allowed deeper draft, say, a vessel 46′ beam could be passed in or out on the Spring tide with a 21′ draft.				
SOUTH DOCK	330′	51′	20′	14′ 6″
Similar to the North Dock, vessels of lesser beam can pass in or out with greater drafts. N.B.—It is advisable before fixing large tonnage to load in the North, South, or Prince of Wales Dock to communicate with the Dock Superintendent.				

SEA PILOTAGE.

The following rates plus an addition of 65 per cent. are at present in force for the Swansea Pilotage District :—

Register Tonnage.	For Vessels entering the Harbour or brought to an anchor in the Mumbles Roadstead. Piloted or assisted from any point.				For Vessels leaving the Harbour Piloted or assisted.		
	East of Mumbles Head bearing North.	West of Mumbles Head and East of Pwlldu Point bearing North.	West of Pwlldu Point and East of Worm's Head bearing North or Sker Buoy bearing East South East.	West of Worm's Head bearing North.	Clear of the Entrance.	Clear of the Green Grounds or to an anchor in the Mumbles Roadstead.	To the Eastern or Western Limits of the Pilotage Ground.
					Including landing of the Pilot		in each case.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Under 60 tons	0 6 0	0 10 0	0 11 0	0 12 0	0 6 0	0 10 0	3 6 0
60 tons and under 100 ..	0 9 0	0 13 0	0 14 0	0 15 0	0 9 0	0 13 0	3 9 0
100 „ „ 150 ..	0 12 0	0 16 0	0 17 0	0 18 0	0 12 0	0 17 6	3 12 0
150 „ „ 200 ..	0 15 0	0 19 0	1 0 0	1 1 0	0 15 0	1 0 6	3 15 0
200 „ „ 250 ..	0 18 0	1 2 0	1 3 0	1 4 0	0 18 0	1 5 6	3 18 0
250 „ „ 300 ..	1 1 0	1 5 0	1 6 0	1 7 0	1 1 0	1 8 6	4 1 0
300 „ „ 400 ..	1 5 0	1 10 6	1 12 6	1 15 0	1 5 0	1 14 6	4 5 0
400 „ „ 500 ..	1 10 0	1 17 6	2 0 0	2 5 0	1 10 0	2 1 0	4 10 0
500 „ „ 600 ..	1 15 0	2 5 0	2 7 6	2 15 0	1 15 0	1 15 0	5 15 0
600 „ „ 700 ..	2 0 0	2 12 6	2 15 0	3 5 0	2 0 0	2 0 0	6 0 0
700 „ „ 800 ..	2 5 0	3 0 0	3 2 6	3 15 0	2 5 0	2 5 0	7 5 0
800 „ „ 900 ..	2 10 0	3 5 0	3 7 6	4 0 0	2 10 0	2 10 0	7 10 0
900 „ „ 1,000 ..	2 15 0	3 12 6	3 12 6	4 10 0	2 15 0	2 15 0	8 15 0
1,000 „ „ 1,100 ..	3 0 0	3 17 6	4 0 0	4 15 0	3 0 0	3 0 0	9 0 0
1,100 „ „ 1,200 ..	3 5 0	4 2 6	4 7 6	5 0 0	3 5 0	3 5 0	9 5 0
1,200 „ „ 1,300 ..	3 10 0	4 12 6	4 15 0	5 10 0	3 10 0	3 10 0	9 10 0

And 5s. extra for each additional 100 tons.

The above rates carry an addition of 65 per cent. from November 6th, 1919, in accordance with a Bye-Law confirmed by the Board of Trade, November 4th, 1919.

DRY-DOCK ACCOMMODATION.

Name.	Owners.	Length.	Width of Entrance.	Height of Water on Blocks.
Albion	.. Ocean Dry Dock Co. (Swansea), Ltd.	480′	42½′	15′ to 22′
Central	.. „ „	375′	47½′	13′ „ 24′
Cambrian	.. Harris Bros.	263′	41½′	10′ „ 22′
„	.. „ „	156′	34′	7′ „ 19′
„	.. „ „	370′	60′	18′ „ 23′
Prince of Wales	.. Prince of Wales Dry Dock Co. (Swansea), Ltd.	450′	60′	16′ „ 24′
Palmer's (Swansea) Dry Dock. (in course of construction).	Palmer's (Swansea) Dry Docks, Ltd. ..	522′	75′	

FUEL AND DIESEL OIL.

Supplies are obtainable at all the South Wales Ports.

In the event of vessels requiring bunkers en route, supplies are available at Swansea at the South Approach Jetty to the King's Dock Lock. The draft of water is approximately the same as that on the cill of the King's Dock Lock, but is not guaranteed as being always available.

The Fuel is f.o.b.

Dock Rate.—2d. per net register ton.

Towage.—Single rate only charged for both inward and outward attendance.

Vessels can also enter the Queen's Dock, Swansea, only incurring the foregoing charges, provided no cargo is discharged or loaded.

ACTUAL LOADING AND DISCHARGING COSTS payable by Steamer or Sailer, exclusive of Harbour Rates, Wharfage, and Other Charges usually paid by the Receivers.

Loading Costs.

Acids	2s. 6d. per ton
Arsenic	2s. 6d. „
Bricks	2s. 6d. „
Copper	2s. 0d. „
Copperas, loose	2s. 9d. „
„ in casks	2s. 6d. „
Fireclay, in bags	2s. 6d. „
Machinery	3s. 3d. „
Nickel, casks or cases	2s. 2d. „
„ ex warehouse	2s. 2d. „
Spelter	2s. 0d. „
Steel Plates	2s. 6d. „
„ (over 10 feet)	3s. 0d. „

Steel Angles	2s. 9d. per ton.
„ Bars	2s. 6d. „
„ Tubes	2s. 9d. „
Structural Ironwork	3s. 3d. „
Sulphate of Copper	2s. 0d. „
„ „ ex warehouse	2s. 0d. „

Discharging Costs.

Burnt Ore	2s. 7d. per ton.
Burnt Iron Pyrites	2s. 7d. „
Blende Ore	2s. 3d. „
Calamine	3s. 0d. „
Calamine Earth	2s. 3d. „
Copper Ore	2s. 3d. „
Copper Precipitate	3s. 0d. „
Deals, Battens and Boards	8s. 6d. per standard.
Fireclay	2s. 3d. per ton
Iron Pyrites	2s. 3d. „
Iron Ore	1s. 11d. per ton excluding hatchwaymen.
„ Calcined	1s. 11d. per ton excluding hatchwaymen.
Loam	2s. 1d. „
Pig-iron	2s. 3d. „
Pitprops (extra for wood ex bunker space, lazarets, peaks, bridge decks, alleyways, etc.)	7s. 6d. per fathom, exclusive of cranage and hatchwaymen.

This charge is a condition of Charter-party, vessels never being fixed with Owners' stevedore.

Pitwood, ex steamer (extra for wood ex bunker space, lazarets, peaks, bridge decks, alleyways, etc.)	2s. 9d. per ton

According to the conditions of the "Pitwoodcon" Charter, steamers have to pay 2s. 3d. per ton for discharging, inclusive of cranage and slings.

Pitwood, ex sailing vessel	3s. 3d. „
Sand	2s. 0d. „
Scrap, ordinary, heavy and household, ex steamer	4s. 3d. „
„ „ „ „ „ ex sailing vessel	5s. 0d. „
Steel Billets and Tinplate Bars	2s. 3d. „
Steel Tubes	2s. 7d. „
Stone	2s. 3d. „
Zinc Ashes, in bulk	3s. 0d. „
„ „ in bags or casks	2s. 7d. „

PORT TALBOT.

TONNAGE RATES ON VESSELS. The same as charged at Cardiff.
DOCK PILOTAGE. ,, ,, ,,
SEA PILOTAGE. (See page 34).
DOCK BOATING. ,, ,, ,,
WHARFAGE CHARGES ON COAL. ,, ,, ,,
MIXING CHARGES ON COAL. ,, ,, ,,
TRIMMING TARIFFS. ,, ,, ,,

The maximum dimensions of tonnage permitted to enter :—

Length.	Beam.	Draft.
400′ to 420′ ..	54′ ..	26′ 6″ H.W.O.S.T.
		23′ H.W.O.N.T.

It is advisable to allow 3 feet off the heights of water shown in the tide tables, owing to a sandbank in the entrance channel.

DRY-DOCK ACCOMMODATION.

Name.	Owners.	Length.	Width of Entrance.	Depth of Water on cill.
Graving Dock..	.. Port Talbot Graving Dock and Shipbuilding Co., Ltd. ..	460′	60′	16′ 6″

DISCHARGING RATES.

	Per ton, including cranage. Day.	Night.
Billets	2s. 0d.	2s. 0d. and 6/6 per man (9 men).
Deals.—There is a consolidated rate of 17s. 0d. per standard, which includes cranage and all labour except hatchwaymen. Steamer pays approximately 8s. 6d. of this.		
Iron Pyrites	2s. 2¼d.	6d. extra.
Ore, Natural	1s. 10¼d.	6d. ,,
,, Calcined	2s. 2¼d.	6d. ,,
Pig-iron	1s. 8d.	1s. 8d. and 6s. 6d. per man (10 men), including hatchwayman.
Pitprops (extra for wood ex bunker space, lazarets, peaks, bridge decks, alleyways, etc.)	7s. 0d. per fathom, exclusive of cranage.	
This charge is a condition of Charter-party, vessels never being fixed with Owners' stevedore.		
Pitwood, ex steamer	2s. 4½d.	20s. 0d. per man extra (7 men) and 6s. 6d. for craneman.
,, ex steamer, ex bunker space, lazarets, peaks, bridge decks, alleyways, etc.	1s. 5d. extra.	
,, ex abnormal bunkers, lazarets, etc. ..	2s. 9½d. ,,	

PILOTAGE STAGES AND RATES.

NOTE.—A Bell Buoy painted red and situate two miles W. by S. Mag. from the end of the South Breakwater marks the seaward limit of the "Roads" stage.

	Stages.	Under 60 tons.	60 tons and under 100	100 tons and under 150	150 tons and under 200	200 tons and under 250	250 tons and under 300	300 tons and under 400	400 tons and under 500	500 tons and under 600	600 tons and under 800
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1	Dock to Roads ..	0 6 1	0 9 1	0 12 2	0 15 2	0 18 2	1 1 3	1 5 5	1 10 4	1 13 4	1 16 5
2	Dock to Mumbles Scar or Nash ..	1 0 1	1 3 1	1 6 2	1 11 6	1 16 10	1 19 11	2 8 9	2 16 0	3 1 4	3 9 1
3	Dock to Ilfracombe or Worms Head ..	1 14 1	1 17 1	2 0 2	2 9 0	3 1 4	3 4 5	3 16 9	4 7 6	4 16 4	5 4 1
4	Dock to Lundy and *vice versa*	2 15 1	2 18 1	3 1 2	3 13 6	4 9 4	4 12 5	5 4 9	5 15 6	6 11 4	7 2 7

	800 tons and under 1,000	1,000 tons and under 1,250	1,250 tons and under 1,300	1,300 tons and under 1,500	1,500 tons and under 1,700	1,700 tons and under 1,750	1,750 tons and under 1,800	1,800 tons and under 1,900	1,900 tons and under 2,000	2,000 tons and under 2,100	For every additional 100 tons or part thereof
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1	2 2 6	3 0 8	3 0 8	3 12 10	4 4 11	4 16 11	4 17 1	5 6 2	5 15 3	6 4 4	
2	3 19 10	5 7 4	5 16 8	6 8 10	7 10 3	8 2 5	8 11 9	9 0 10	9 9 11	10 8 4	0 9 1
3	6 8 10	8 10 4	9 13 8	10 5 10	11 14 3	12 6 5	13 2 9	13 11 10	14 0 11	15 6 4	
4	8 17 10	11 13 4	13 10 8	14 2 10	15 18 3	16 10 5	17 13 9	18 2 10	18 11 11	20 4 4	

	Per ton, including cranage. Day.	Night.
Pitwood, ex sailing vessel	2s. 11½d.	20s. 0d. per man extra (7 men) and 6s. 6d. for craneman.
According to the conditions of the "Pitwoodcon" Charter, steamers have to pay 2s. 3d. per ton for discharging, inclusive of cranage and slings.		
Scrap-iron	4s. 11d.	10d. extra and 6s. 6d. for craneman.
Stone	2s. 2d.	

LOADING RATES.

	Loading.	Stowing.	Overtime.
Black Sheets	1s. 5d.	1s. 3d.	6s. 6d. per man.
Galvanized Sheets	1s. 5d.	1s. 3d.	6s. 6d. „
Tinplates	1s. 3d.	1s. 1d.	6s. 6d. „

SHIPPING BUNKERS AT GENERAL CARGO WHARF.

Shipping	2s. 9d. per ton.
Wharfage	3¼d. „

LLANELLY.

TONNAGE RATES ON VESSELS.

CLASS 1.

On all vessels entering from or departing for any port in the United Kingdom, Isle of Man, or Channel Islands, of 200 tons and over :

Vessels (except steam vessels) ..	per net register ton ..	3¼d.
Steam vessels	„ „ „	1½d.

CLASS 2.

On all vessels entering from or departing for any port in Europe between North Cape and Finisterre :

100 tons register and upwards ..	per net register ton ..	6¾d.

CLASS 3.

On all vessels entering from or departing for any other port in Europe and the Mediterranean :

250 tons register and upwards ..	per net register ton ..	10d.

CLASS 4.

On all vessels entering from or departing for all other foreign ports whatsoever :

150 tons register and upwards ..	per net register ton ..	1s. 1¾d.

Vessels in Ballast.

All vessels entering the Harbour in ballast are classed and charged according to the outward voyage.

Light Dues.

On all vessels coming in or going out (each way) over the bar, light dues are chargeable of ½d. per ton register.

Buoyage Dues.

For every vessel coming in over the bar, buoyage dues are chargeable of 1d. per ton register.

Extra Layerage and Vessels Laying up.

Sailing, steam, or other vessel of less than 200 tons measurement may remain in Dock free of charge for a period of 10 days, or being 200 and less than 400 tons measurement for a period of 14 days, or being of 400 tons measurement or upwards for a period of 21 days, and for any periods beyond those above-mentioned a charge of 2d. per n.r.t. per week will be made.

DOCK PILOTAGE AND BOATING.

Tonnage up to	Boating. In and Out.	Boating. Shift.	Pilotage.
	£ s. d.	s. d.	s. d.
300 tons	0 17 6	7 6 ..	7 6
600 „	1 2 6	10 0 ..	10 0
1,000 „	1 12 6	12 6 ..	12 6
1,500 „	2 2 6	15 0 ..	15 0
Over 1,500 tons ..	2 12 6	17 6 ..	17 6

SEA PILOTAGE.

Inwards.

Limit No. 1, *i.e.*, when a Pilot is taken on board an incoming vessel so far westward as to bring Rhosili Church open to the west extremity of Burry Holmes :—

Under 40 tons register	2s. 11d. per foot.
From 40 to 65 tons register	3s. 4d. „
For every additional 25 tons register or part thereof up to 300 tons, the charge on the ship shall be increased by	5d. „
From 300 tons to 325 tons register	6s. 11d. „
For every additional 25 tons register or part thereof the charge on the ship shall be increased by	4d. „

LIMIT No. 2, *i.e.*, when a Pilot is taken on board an incoming vessel eastward of Limit No. 1, but westward of No. 4 Buoy for Burry Port or No. 6 Buoy for Llanelly :—

Under 50 tons register	1s. 8d. per foot.
From 50 to 75 tons register	2s. 1d. „
For every additional 25 tons register or part thereof up to 300 tons the charge on the ship shall be increased by	5d. „
From 300 tons to 325 tons register	5s. 4d. „
For every additional 25 tons register or part thereof the charge on the ship shall be increased by	4d. „

OUTWARDS.

When a pilot is dropped from an outgoing vessel so far westward as to bring Worms Head in line with the west extremity of Burry Holmes (or, but only with the consent of the Master of the vessel before reaching this point) :—

Under 50 tons register	10d. per foot.
From 50 to 75 tons register	1s. 3d. „
For every additional 25 tons register or part thereof up to 300 tons the charge on the ship shall be increased by	5d. „
From 300 tons to 325 tons register	4s. 6d. „
For every additional 25 tons register or part thereof the charge on the ship shall be increased by	4d. „

FOR REMOVING A VESSEL FROM LLANELLY TO PEMBREY, OR VICE VERSA :—

Under 50 tons register	5s. 9d. each vessel
From 50 to 75 tons register	7s. 5d. „
For every additional 25 tons register or part thereof up to 300 tons, an additional	1s. 8d. „
From 300 tons to 325 tons register	20s. 5d. „
For every additional 25 tons register or part thereof, an additional	1s. 4d. „

FOR REMOVING A VESSEL FROM PEMBREY HARBOUR TO BURRY PORT, OR VICE VERSA :—

Under 50 tons register	5s. 9d. each vessel.
From 50 to 75 tons register	6s. 7d. „
For every additional 25 tons register or part thereof up to 300 tons, an additional	10d. „
From 300 tons to 325 tons register	13s. 1d. „
For every additional 25 tons register or part thereof, an additional	8d. „

WHARFAGE CHARGES ON COAL (BUNKERS), 1½d. per ton.

MIXING CHARGES ON COAL. The same as charged at Cardiff.

TRIMMING TARIFFS. „ „ „

Maximum dimensions of tonnage permitted to enter the

NORTH DOCK.

A steamer, length 284′, beam 42′, with a draft of 18′ entered on a 20′ (Spring) tide in November, 1923.

Dock Entrance : 53′ wide.

It is well to communicate with the dock authorities in order to ascertain if drafts, etc., are maintained.

OVERHEAD RATES FOR THE LOADING OR DISCHARGING OF CARGOES, INCLUSIVE OF LABOUR, CRANAGE, WEIGHING, DELIVERY TO GREAT WESTERN RAILWAY JUNCTION, HARBOUR RATE, WHARFAGE, AND HATCHWAYMEN, TO OPERATE AND APPLY TO BOATS COMMENCING DISCHARGING OR LOADING AT THIS PORT ON OR AFTER 6 A.M., JUNE 16TH, 1924, AND UNTIL FURTHER NOTICE.

Black Plates and Galvanized Sheets, clipped or in cases	5s. 1d. per ton
Borings, Turnings, Barbed Wire, ex steamer	6s. 10½d. „
„ „ „ „ ex sailing vessel	7s. 10½d. „
Bricks, tipped	4s. 0½d. „
„ stowed	4s. 11½d. „
Cement	4s. 6½d. „
Crop Ends, Bloom Ends, Rails in short or long lengths	3s. 7½d. „
Heavy flat Steel Plates	4s. 10½d. „
Heavy cupola Cast-iron	4s. 10½d. „
Pig-iron	3s. 2½d. „
Pitch, in casks	8s. 3d. „
Pitwood, ex steamer (extra for wood ex bunker space, lazarets, peaks, bridge decks, alleyways, etc.)	3s. 9½d. „
According to the conditions of the " Pitwoodcon " Charter, steamers have to pay 2s. 3d. per ton for discharging, inclusive of cranage and slings.	
Pitwood, ex sailing vessel	4s. 6½d. „
Sand, Loam and Stone Clippings	2s. 11d. „
Scrap, ex steamer	5s. 0d. „
„ ex sailing vessel	6s. 4½d. „
Shell Cases	3s. 11½d. „
Steel Bars, loaded or discharged ex truck	3s. 8½d. „
Stones, Flints, and Basic Slag in rough	3s. 1d. „
Tinplates	4s. 3d. „

Scrap ex motor boats, built as such, to be charged at steamer rate. Ex motor boats converted sailing vessels, at sailer rate.

The foregoing items to be loaded or discharged in complete holds.

Any of the foregoing items discharged on wharf direct, 7d. per ton less than the rates scheduled.

For reloading from wharf and transit to Great Western Railway, same rate as discharging from steamer to apply in each case.

BRITON FERRY DOCK.

TONNAGE RATES ON VESSELS.

On vessels entering the Dock going to or coming from foreign ports or trading coastwise :

Dock dues	per net register ton	2d. plus 60 per cent.
Harbour dues	„ „ „	2d. plus 65 „

DOCK PILOTAGE.

Vessels under 100 tons register	6s. 0d.
„ of 100 „ „ and under 150	7s. 0d.
„ „ 150 „ „ „ „ 200	8s. 0d.
„ „ 200 „ „ „ „ 250	10s. 0d.
„ „ 250 „ „ „ „ 400	12s. 0d.
„ „ 400 „ „ and upwards	16s. 0d.

DOCK BOATING.

	In and Out. £ s. d.		Shifting in Dock. £ s. d.
Vessels under 100 tons register	0 15 0	..	0 10 0
„ 100 tons register and under 250 ..	1 0 0	..	0 15 0
„ 250 „ „ „ „ 700 ..	1 10 0	..	1 0 0
„ 700 „ „ and upwards	2 0 0	..	1 10 0
Two boats	3 0 0	..	2 0 0

WHARFAGE CHARGES ON COAL. 2½d. per ton.

MIXING CHARGES ON COAL. The same as charged at Cardiff.

TRIMMING TARIFFS. „ „ „

The maximum beam that can be taken is 40′.

There is a shoal of 4′ in entrance channel, which must be allowed for.

Maximum draft H.W.O.S.T.	21′ over shoal.
„ „ H.W.O.N.T.	13′ „ „

DISCHARGING RATES.

	Day.		Night.
Iron Ore, Natural	1s. 9d. per ton		2s. 1d. per ton.
„ Calcined	2s. 1d.	„	2s. 5d. „
Pig-iron	2s. 3d.	„	—
Road-stone	2s. 5d.	„	—
Sand and Loam	2s. 2d.	„	—
Scrap, Steel and Iron	4s. 6d.	„	5s. 9d. „
Steel Bars	2s. 3d.	„	—

NEATH HARBOUR.

(n.a.a.)

TONNAGE RATE ON VESSELS.

Vessels entering the river, irrespective of destination, pay :

per net register ton .. 2d. plus 65 per cent.

NEATH ABBEY.

(n a.a.)

THE MAIN COLLIERY COMPANY'S WHARF.

Water Frontage : 1,500′.

Depth of Water : 7′ less than height of water on the cill at Briton Ferry Dock.

The largest shipment made as yet at this wharf in one bottom was 1,994 tons cargo and 92 tons bunkers. Steamer was 234′ long and 35′ beam.

Vessels are generally given good despatch, for example, the above steamer entered on the morning tide and sailed on the evening tide.

If a steamer, when loading at this berth, is likely to be neaped owing to falling tides the Colliery Company will sometimes load her to a suitable draft, and complete her loading at a berth in Briton Ferry Dock.

TONNAGE RATE ON VESSELS.

Vessels loading at this wharf have to pay :

per net register ton .. 2d. plus 65 per cent.

WHARFAGE CHARGES ON COAL (BUNKERS). $1\frac{19}{80}$d. per ton.

TRIMMING CHARGES.

Cargo. Single-deck vessels	5d. per ton.
Bunkers ('thwart)	6d. per ton.

BURRY PORT.

TONNAGE RATES ON VESSELS.

Vessels of whatever tonnage may, subject to the Bye-laws, use the outer harbour for shelter or to seek freight, free of all charges.

For every vessel entering the inner harbour for shelter, and not unloading or loading .. .. .. per ton register .. 4d.

For every vessel entering the port with cargo, discharging the same, and loading outwards .. .. per ton register .. 6d.

For every vessel entering with and discharging a cargo, and not loading outwards .. .. .. per ton register .. 4d.

For every vessel entering with ballast and loading outwards per ton register .. 4d.

For every vessel entering the port with cargo, or part cargo, and not unloading, but loading outwards per ton register .. 4d.

For any vessel remaining in dock more than 14 days, then for the period during which such vessel shall remain beyond 14 days the further rate, that is to say :—

For the first week, or any part thereof, per ton reg. 2d.

For the second week, or any part thereof, per ton reg. 4d.

For every week or part of a week beyond the second week .. .. per ton register .. 2d.

DOCK PILOTAGE AND BOATING.

	Boating. In and Out.	Shift.	Pilot.
	£ s. d.	s. d.	s. d.
Vessels up to 300 tons	0 17 6	7 6 ..	7 6
„ „ 600 „	1 2 6	10 0 ..	10 0
„ „ 1,000 „	1 12 6	12 6 ..	12 6
„ „ 1,500 „	2 2 6	15 0 ..	15 0
„ „ 2,000 „	2 12 6	17 6 ..	17 6

WHARFAGE CHARGES ON COAL. $3\frac{1}{4}$d. per ton.

MIXING CHARGES. The same as charged at Cardiff.

TRIMMING TARIFFS. „ „ „

Width of Entrance : 45′.

Depth of water : 22′ H.W.O.S.T.; 14′ H.W.O.N.T.

The largest steamer as yet loaded in this dock was 255′ long, with 39′ beam. It would not be advisable to send larger steamers to this port. Should there be any doubt concerning the suitability of a steamer, it is advisable to communicate with the Dock Superintendent.

SHARPNESS DOCKS.

SCHEDULE OF CURRENT RATES FOR DISCHARGING STEAMERS.

WOOD GOODS.

Deals and battens, $2\frac{1}{2}'' \times 7''$ and up, 6′ lengths and over	5s. 0d. per standard.
Deals and Battens under $2\frac{1}{2}'' \times 7''$, and boards, scantlings, bundled goods, and ends, 6′ lengths and over	6s. 3d. ,, ,,
Firewood and all ends under 6 feet	7s. 9d. ,, ,,
Aspenwood	2s. 9d. per load of 50 cubic feet.

Ship to find steam, winches, and winchmen.

GRAIN

Bulk Grain	1s. 1d. per unit ton.
Shutting Bags	65s. 0d. per 1,000 bags.
Bagged Grain	2s. 8d. per unit ton.
Linseed	3s. 6d. per ton.
Pollards	3s. 0d. ,,
Middlings	3s. 0d. ,,
Egyptian Cotton-seed	3s. 3d. ,,
Bombay Cotton-seed	3s. 3d. ,,
Ground-nuts	4s. 9d. ,,

Stevedores finding lifting power.

BRISTOL, AVONMOUTH AND PORTISHEAD.

SCHEDULE OF CURRENT RATES FOR DISCHARGING STEAMERS.

All rates are plus 20 per cent.

BULK CARGOES.

Wheat	$7\frac{1}{2}$d. per ton
Maize	$7\frac{1}{2}$d. ,,
Barley	$7\frac{1}{2}$d. ,,
Dari	$7\frac{1}{2}$d. ,,
Rye	$7\frac{1}{2}$d. ,,
Oats	$9\frac{1}{2}$d. ,,
Cotton-seed	2s. 11d. ,,
Ground-nuts, unshelled	5s. 1d. ,,
Locust Beans	1s. 4d. ,,

STARTING TO BULK.

When Shipowner provides all labour, 80/- per thousand bags; when merchant provides portion, 60/- per thousand bags.

BAG CARGOES.

Wheat	1s. 11d. per ton.
Maize	1s. 11d. ,,
Barley	1s. 11d. ,,
Dari	1s. 11d. ,,
Millett	1s. 11d. ,,
Soya Beans	1s. 11d. ,,
Oats	2s. 5d. ,,
Cotton-seed (Indian)	2s. 4½d. ,,
Linseed	2s. 8½d. ,,
Pollards	3s. 4½d. ,,
Middlings	3s. 4½d. ,,
Rice Meal	2s. 8½d. ,,
Orleans Meal	2s. 8½d. ,,

GENERAL CARGO, ETC.

General Cargo	1s. 9d. per ton.
Currants	1s. 10½d. ,,
Raisins	1s. 10½d. ,,
Dried Fruit	1s. 10½d. ,,
Marble	2s. 4d. ,,
Hides	2s. 4d. ,,
Spelter	1s. 9d. ,,
Pig Lead	1s. 9d. ,,
Copper	1s. 9d. ,,
Pyrites of Sulphur Ore	2s. 1d. ,,
Phosphate Rock	2s. 1d. ,,
Nitrates	2s. 1d. ,,
Red Ore	2s. 1d. ,,
Ochre	2s. 1d. ,,

WOOD GOODS.

Deals	7s. 0d. per standard.
Battens	7s. 0d. ,,
Boards	7s. 0d. ,,
Scantlings	7s. 0d. ,,
Lathwood	7s. 0d. ,,
Ends, not less than five feet	7s. 0d. ,,
Ends, under five feet	8s. 4d. ,,
Firewood, or any wood	8s. 4d. ,,
Goods not classified above	8s. 4d. ,,
Hardwood in General Cargoes	5s. 4d. per load.
Logs, Pitch-pine	3s. 4d. ,,

FRUIT, ETC.

Oranges	100s. 0d. per thousand cases.
Onions	100s. 0d. „ „
Lemons	100s. 0d. „ „
Grapes	90s. 0d. „ „

WINE CARGOES.

Wine	2s. 4d. per ton
Brandy	2s. 11d. „

In the case of general cargoes, ship to supply winchmen. Extra cost of labour for discharging cargo stowed in bunkers, peaks, lazarettes, poops and bridge spaces will be charged. In case of any increase of pay to dockers, or alterations of conditions of labour in the Port of Bristol, and cargoes or part cargoes being in abnormal condition or stowed in abnormal space or spaces otherwise than specified above, these rates to be revised.

SOUTH WALES PORTS.

PORT CHARGES.

Particulars of port charges recently incurred by steamers arriving in ballast and loading complete cargoes of coal in South Wales Ports. An account is given for each class as defined by the Dock Company, according to destination, and such expenses are exclusive of all charter charges, etc.

STEAMER 1,261 NET REG. TONNAGE, LOADING, 3,051 TONS 5 CWTS. COAL TO A PORT IN CLASS 1 (COASTING LIMITS).

	£	s.	d.
Dock Dues, 1,261 n.r.t. at 3½d. (2d. plus 60%)	17	1	6
Light Dues, 1,261 n.r.t. at 1½d. plus 10%	8	13	5
Sea Pilotage, Inwards and Outwards, including Collector's Fee	11	16	4
Dock Pilots	4	0	0
Boating	7	5	0
Petties	2	12	6
Agency Fee	5	5	0
TRIMMING :—			
Cargo, 3,051 tons 5 cwts. at 2½d. (Self or Easy Trimmer—levelling only) £31 15 8			
Side Bunkers, 101 tons 5 cwts. at 1/3 (Two Decks) 6 6 7			
38 2 3			
Less 33⅓% 12 14 1			
25 8 2			
Administration Charges, 3,152 tons 10 cwts. at ⅛d. (Self or Easy Trimmer) 1 12 10			
	27	1	0
Wharfage on Bunkers, 101 tons 5 cwts. at 3¼d. (2d. plus 60%)	1	7	4
	£85	2	1

= 6½d. per ton of Cargo.

STEAMER 728 NET. REG. TONNAGE, LOADING 1,765 TONS COAL TO A PORT IN CLASS 2 (EUROPE, BETWEEN THE NORTH CAPE AND CAPE FINISTERRE).

	£	s.	d.
Dock Dues, 728 n.r.t. at 8d. (5d. plus 60%)	24	5	4
Light Dues, 728 n.r.t. at 2¾d., plus 10%	9	3	6
Sea Pilotage, Inwards and Outwards, including Collector's Fee	7	7	0
Dock Pilots	3	0	0
Boating	2	0	0
Consul	1	5	0
Petties	1	1	0
Agency Fee	6	6	0
TRIMMING :			
Cargo, 1,765 tons at 6d. (Single Deck) £44 2 6			
'Thwart Bunkers, 174 tons at 7d. (One Deck) 5 1 6			
49 4 0			
Less 33⅓% 16 8 0			
32 16 0			
Administration Charges—1,939 tons at ¼d. (Ordinary Tariff Steamer) 2 0 5			
	34	16	5
Wharfage on Bunkers, 174 tons at 3¼d. (2d. plus 60%)	2	7	2
	£91	11	5

= 1/0½ per ton of Cargo.

STEAMER 1,475 NET REG. TONNAGE, LOADING 3,744 TONS 1 CWT. COAL TO A PORT IN CLASS 3 (ANY OTHER PORT IN EUROPE AND THE MEDITERRANEAN).

	£	s.	d.
Dock Dues, 1,475 n.r.t. at 11¼d. (7d. plus 60%)	69	2	10
Harbour Dues	3	1	5
Light Dues, 1,475 n.r.t. at 2¾d. plus 10%	18	11	10
Sea Pilotage, Inwards and Outwards, including Collector's Fee	10	8	8
Dock Pilots—five moves at £1	5	0	0
Boating	2	13	4
Consul	0	16	8
Petties	4	0	6
Agency Fee	7	7	0

TRIMMING:

Cargo, 3,744 tons 1 cwt. at 6d. (Single Deck)	£93	12	0
'Thwart Bunkers, 309 tons 12 cwts. at 9d. (Two Decks)	11	12	3
" " 129 tons 4 cwts. at 7d. (One Deck)	3	15	4
	108	19	7
Less 33⅓%	36	6	6
	72	13	1
Administration Charges, 4,182 tons 17 cwts. at $\frac{7}{32}$d.	3	16	3
			76 9 4
Wharfage on Bunkers, 438 tons 16 cwts. at 3¼d. (2d. plus 60%)			5 18 11
			£203 10 6

= 1/1 per ton of Cargo.

STEAMER 2,480 NET. REG. TONNAGE, LOADING 5,788 TONS 10 CWTS. COAL TO A PORT IN CLASS 4 (ALL OTHER DESTINATIONS).

	£	s.	d.
Dock Dues, 2,480 n.r.t. at 1/2½ (9d. plus 60%)	149	16	8
Town Dues	5	10	6
Light Dues, 2,480 n.r.t. at 2¾d. plus 10%	31	5	2
Sea Pilotage, Inwards and Outwards, including Collector's Fee	35	2	4
Dock Towage (one Move)	11	4	0
Dock Pilots	6	0	0
Boating	9	0	0
Consul (Argentine)	21	5	4
Petties	7	19	0
Agency Fee	9	9	0

TRIMMING:

Cargo, 4,355 tons 2 cwts. at 7d. (Shelter Deck)	£127	0	5
1,184 tons 19 cwts. at 6d. (Single Deck)	29	12	6
248 tons 9 cwts. at 8d. (Two Decks)	8	5	4
	164	18	3
Side Bunkers, 519 tons 5 cwts. at 1/3 (Two Decks)	32	8	9
'Thwart Bunkers, 863 tons at 9d. (Two Decks)	32	7	3
Over-distance, 16 tons at 1/6	1	4	0
	230	18	3
Less 33⅓%	76	19	5
	153	18	10
Administration Charges, 7,170 tons 15 cwts. at $\frac{7}{32}$d.	6	10	9
			160 9 7
Wharfage on Bunkers, 1,382 tons 5 cwts. at 3¼d. (2d. plus 60%)			18 14 4
			£465 15 11

= 1/7 per ton of Cargo.

SCALE OF MINIMUM AGENCY CHARGES.

(Issued by the Institute of Chartered Shipbrokers.)

Scale of Minimum Agency Charges issued by the Institute of Chartered Shipbrokers,

AND APPROVED BY THE CHAMBER OF SHIPPING OF THE UNITED KINGDOM.

This Scale of Charges to become operative from 1st February, 1924.

LOADING FULL CARGOES

I.

Overseas steamers loading bulk cargoes :—

	£	s.	d.
Cargoes up to 250 tons of 20 cwts. loaded	1	11	6
Over 250 and up to 500 tons of 20 cwts. loaded	3	3	0
„ 500 „ „ 1,000 „ „ „ „	4	4	0
„ 1,000 „ „ 1,500 „ „ „ „	5	5	0
„ 1,500 „ „ 2,000 „ „ „ „	6	6	0
„ 2,000 „ „ 4,000 „ „ „ „	7	7	0
„ 4,000 „ „ 7,000 „ „ „ „	9	9	0
„ 7,000 „ „ 10,000 „ „ „ „	11	11	0

Over 10,000 tons, an additional £2 2s. 0d. per 3,000 tons or part thereof.

Vessels loading for ports within the Elbe-Brest limits (including discharging in the Kiel Canal) to pay £1 1s. less than this scale, but this reduction not to apply to vessels loading up to 1,000 tons of 20 cwts.

Tankers to pay two-thirds of the above scale of fees.

Ia.

Overseas steamers loading cargoes of Grain, Potatoes, Oilcake in bulk, or any cargoes in bags, cases, barrels, or other packages, 50 per cent. additional to the fees above stated, but if such cargoes measure over 100 feet to the ton, 75 per cent. additional instead of 50 per cent.

BUNKERING.

II.

Overseas steamers taking bunkers only or taking bunkers only after discharge of inward cargo :—

	£	s.	d.
Steamers up to 250 tons d.w. capacity	0	10	6
Over 250 and up to 500 tons d.w. capacity	1	1	0
„ 500 „ „ 750 „ „ „ „	1	11	6
„ 750 „ „ 1,000 „ „ „ „	2	2	0
„ 1,000 „ „ 2,000 „ „ „ „	3	3	0
„ 2,000 „ „ 3,000 „ „ „ „	4	4	0
„ 3,000 „ „ 4,000 „ „ „ „	5	5	0
„ 4,000 „ „ 5,000 „ „ „ „	6	6	0
„ 5,000 „ „ 7,000 „ „ „ „	7	7	0
„ 7,000 „ „ 10,000 „ „ „ „	8	8	0

Over 10,000 tons, an additional £1 1s. 0d. per 3,000 tons or part thereof.

IIA.

No fee to be charged for steamers taking bunkers required to shift ports within the United Kingdom. Other steamers, after discharge of inward cargo, taking only sufficient bunkers to shift to the Continent between the Elbe-Brest limits, to pay half the above fees, provided the same agent is employed.

DISCHARGING FULL CARGOES.

III.

Overseas steamers discharging bulk cargoes other than those specified hereafter :—

	£	s.	d.
Cargoes up to 250 tons of 20 cwts. discharged	2	2	0
Over 250 and up to 500 tons of 20 cwts. discharged	3	3	0
„ 500 „ „ 1,000 „ „ „ „	6	6	0
„ 1,000 „ „ 1,500 „ „ „ „	8	8	0
„ 1,500 „ „ 2,000 „ „ „ „	9	9	0
„ 2,000 „ „ 3,000 „ „ „ „	10	10	0
„ 3,000 „ „ 4,000 „ „ „ „	11	11	0
„ 4,000 „ „ 5,000 „ „ „ „	12	12	0
„ 5,000 „ „ 6,000 „ „ „ „	13	13	0
„ 6,000 „ „ 7,000 „ „ „ „	14	14	0
For each additional 1,000 tons or part thereof .. .. extra	1	1	0

Ore cargoes to pay 10 per cent. less than the above fees.

Tankers to pay two-thirds of the above scale of fees.

Flour, Grain (including Wheat, Maize, Rye, Barley, Oats), Linseed, Rapeseed, Meal, Nitrate, Oilcake, Potatoes, Rice, Rice Meal, Soya Beans, Sugar and Wet Wood Pulp, whether in bulk or in bags, or casks or other packages, to be 12½ per cent. extra.

IIIA.

Overseas steamers discharging full cargoes of Copra, Cotton-seed, Dry Wood Pulp, Esparto, Hides, Palm Kernels, Paper, Rice Bran, Wool, Jute, and all other measurement cargoes not otherwise specified :—

	£	s.	d.
Cargoes up to 250 tons of 20 cwts. discharged (less 12½ per cent.)	3	3	0
„ „ 500 „ „ „ „ „ „	5	5	0
„ „ 750 „ „ „ „ „ „	7	7	0
„ „ 1,000 „ „ „ „ „ „	10	10	0
„ „ 1,500 „ „ „ „ „ „	11	11	0
„ „ 2,000 „ „ „ „ „ „	12	12	0
„ „ 2,500 „ „ „ „ „ „	14	14	0
„ „ 3,000 „ „ „ „ „ „	16	16	0
„ „ 4,000 „ „ „ „ „ „	18	18	0
„ „ 6,000 „ „ „ „ „ „	21	0	0
Cargoes over 6,000 „ „ „ „ „ „	26	5	0

IIIB.

Bran, Cotton, Tobacco, Ground-nuts, Flax, or any other cargoes measuring over 100 feet to the ton, to pay 33⅓ per cent. additional to the fees under Section IIIA.

All other homogeneous full cargoes carried in bags or other packages not specified under the above Sections III, IIIA, or IIIB to come under IIIA.

IIIC.

MIXED CARGOES.—Where a cargo consists of two or more commodities, the total weight of such of the commodities as would if full cargoes come under Section III, IIIA, and/or IIIB, to be considered as one total under IIIA, and the remainder of the cargo to be treated as general cargo coming under Section VI, but a mixed cargo consisting of Wheat, Maize, Rye, Barley, Oats, Linseed, or Rapeseed, in any proportion, or a cargo of Rice and Rice Meal, to come under Section III.

WOOD CARGOES.

IV.

	£	s.	d.
Cargoes up to 100 standards	3	3	0
Over 100 and up to 200 standards	4	4	0
„ 200 „ „ 300 „	6	6	0
„ 300 „ „ 400 „	8	8	0
„ 400 „ „ 600 „	10	10	0
„ 600 „ „ 800 „	12	12	0
„ 800 „ „ 1,000 „	15	15	0
„ 1,000 „ „ 1,500 „	18	18	0
„ 1,500 „ „ 2,000 „	21	0	0
For each additional 100 standards or part thereof .. .. extra	1	1	0

The ordinary Wood cargo fees will apply up to three consignees.

Over 3 Consignees .. .. extra	4	4	0
„ 5 „ .. .. „	5	5	0
„ 10 „ .. .. „	6	6	0
„ 15 „ .. .. „	7	7	0

Pitch-pine and similar heavy timber, 25 per cent. extra fee.

Pitwood from France, Spain, and Portugal to be charged under Clause III.

Props and Sleepers to be converted into standards at 165 c.f.

All other Wood cargoes not already provided for to be charged on steamer's D.B. carrying capacity.

FULL CARGOES OF GREEN AND DRIED FRUIT, WINE, SPIRITS.

V.

One per cent. on first £2,500 freight earned by the steamer, whether prepaid or not.

Half per cent. on the balance freight earned by the steamer, whether prepaid or not.

A minimum fee of £8 8s. shall be charged when the fee under above scale amounts to less than £8 8s.

GENERAL CARGOES.

VI.

Steamers *discharging or loading* whole or part general cargoes other than those provided for in foregoing schedules (regular liners always excepted) to pay the following charges :—

	£ s. d.
For every 250 tons weight of cargo or part thereof	£2 10 0

BALLAST, WEATHER-BOUND, ETC.

VII.

Steamers arriving from " foreign " in ballast to load outwards shall pay the following charges for entry or clearance :—

	£ s. d.
Steamers up to 1,500 tons d.w.	0 10 6
Over 1,500 tons d.w.	1 1 0

No charge shall be made for clearance for steamers arriving from or proceeding to another port in the United Kingdom.

Steamers arriving with cargo and sailing " foreign " in ballast without bunkering, or steamers weather-bound or arriving to lie up, shall pay the following charges for entry or clearance :—

	£ s. d.
Steamers up to 1,500 tons d.w.	1 1 0
Over 1,500 tons d.w.	2 2 0

CALLING FOR ORDERS.

VIIA.

Steamers calling for orders shall pay an Agency Fee of £2 2s. 0d., including entry and clearance.

COASTING.

VIII.

Steamers employed between ports within the United Kingdom (regular liners always excepted) to pay the following charges :—

	£ s. d.
For cargoes up to 100 tons of 20 cwts. loaded or discharged ..	0 10 0
Over 100 and up to 250 tons of 20 cwts. loaded or discharged	0 15 0
„ 250 „ „ 500 „ „ „ „ „	1 1 0
„ 500 „ „ 750 „ „ „ „ „	1 11 6
„ 750 „ „ 1,000 „ „ „ „ „	2 2 0
„ 1,000 „ „ 1,500 „ „ „ „ „	3 3 0
„ 1,500 „ „ 2,000 „ „ „ „ „	3 13 6
„ 2,000 „ „ 3,000 „ „ „ „ „	4 4 0
„ 3,000 tons of 20 cwts. loaded or discharged	5 5 0

Elbe-Brest limits, including Channel Islands, to be treated as overseas.

VIIIA.

Steamers employed between ports within the United Kingdom (regular liners always excepted) loading or discharging general or mixed cargoes to pay double above fees.

Steamers proceeding to and arriving from Irish Free State ports to pay 50 per cent. additional to the above coasting fees.

SAILING VESSELS (OVERSEAS).

IX.

Shall be liable to the same fees as steamers, plus £1 1s. 0d. to the scale.

SAILING VESSELS (COASTING TRADE, INCLUDING NORTHERN IRELAND).

X.

	£	s.	d.
Per vessel up to 250 tons d.w.	0	10	6
„ „ over 250 and up to 500 tons d.w.	1	1	0

Above 500 tons in proportion.

SAILING VESSELS (IRISH FREE STATE).

XA.

Sailing vessels proceeding to and arriving from Irish Free State ports to pay 50 per cent. additional to the above fees.

SAILING VESSELS (HOME TRADE, INCLUDING CONTINENT BETWEEN ELBE AND BREST, ALSO THE CHANNEL ISLANDS).

XB.

Sailing vessels employed in the Home trade, including Continent between Elbe and Brest, also the Channel Islands, to pay double the fees payable for sailing vessels in the coasting trade.

NOTE.

Steamers loading or discharging *part cargoes* at two ports to pay at each port two-thirds of the fees that would have been payable if steamer discharged a full cargo at one port, except under Clauses V and VI. If steamer discharges at more than two ports, half of above scale of fees to be paid at each port (based upon full cargo).

Auxiliary motor vessels, towed barges, rafts, log-ships to be classed as sailers.

The term " United Kingdom " (U.K.) in this schedule means Great Britain and Ireland.

This scale does not include cash advanced on behalf of owners, and all charges are exclusive of out-of-pocket expenses, such as telegrams, telephones, petties, etc.

Any rebates from stevedores or tug owners, etc., are to be credited to the ship owners.

Members must strictly adhere to this scale. No reduction or rebate in the charges is permissible.

No member is allowed to divide his fee except with a member in the same local Association, in accordance with the rules of that Association.

This scale shall remain in operation until 31st December, 1925, and thereafter is subject to revision upon six months' notice being given either by the Chamber of Shipping or by the Institute of Chartered Shipbrokers.

Any ruling given by the Council of the Institute on questions arising out of this scale is binding on all members of the Institute.

LIST OF APPROVED DOCUMENTS

OF THE

DOCUMENTARY COMMITTEE OF THE CHAMBER OF SHIPPING OF THE UNITED KINGDOM,

AND OF THE

DOCUMENTARY COUNCIL OF THE BALTIC AND WHITE SEA CONFERENCE.

A List of Approved Documents.

COAL (which includes COKE and PATENT FUEL).

1. Welsh Coal Charter, 1896.
2. Welsh Coal Charter. Patent Fuel.
3. Welsh Coal Charter. For Monte Video, Buenos Ayres, etc.
4. Welsh Coal Charter. To the Danube, Rosario, Rivers Parana or Uruguay.
5. East Coast Coal Charter, 1922 .. .. Code Name "MEDCON."
6. East Coast Coal Charter to Monte Video, Buenos Ayres, etc.
7. East Coast Coal Charter to the Danube, Rosario, Rivers Parana or Uruguay.
8. Scotch Coal Charter.
9. Scotch Coal Charter, for Monte Video, Buenos Ayres, etc.
10. Scotch Coal Charter to the Danube, Rosario, Rivers Parana or Uruguay.
11. Coasting Coal Charter, 1920 .. .. Code Name "COASTCON."
12. Coasting Coal Charter, 1923 (Sailing Ship) .. .. ,, ,, "COASTCON SAILER"
13. Coasting Coal Charter, 1913 .. .. ,, ,, "WELCON."
14. Coasting Charter-party, 1921 .. .. ,, ,, "MERSEYCON."
15. Coasting Charter-party, 1922 (Sailing Ship) .. .. ,, ,, "MERSAIL"
16. The Baltic and White Sea Conference Coal Charter, 1921 .. ,, ,, "BALTCON."

WOOD (for all Wood excepting SLEEPERS and WOOD PULP).

17. Scandinavia and Finland, 1924 .. .. Code Name "SCANFIN."
18. White Sea .. .. ,, ,, "MERBLANC."
19. Cronstadt, Riga and Memel .. .. ,, ,, "RUSSPRUSS."
20. Pitch-pine .. .. ,, ,, "PIXPINUS."
21. British North American (Atlantic) Wood Charter-party, 1914 ,, ,, "BENACON."
22. Pitwood (France to Bristol Channel ports) .. .. ,, ,, "PITWOODCON."

GRAIN.

23. Azoff Berth Contract .. .. Code Name "AZCON."
24. Danube Berth Contract .. .. ,, ,, "DANCON."
25. Sulina and Kustendje Berth Contract .. .. .. ,, ,, "SULCON."
26. Bulgarian Berth Contract .. .. ,, ,, "BULCON."
27. Black Sea Berth Contract .. .. ,, ,, "RUSSCON."
28. Black Sea, etc., Berth Contract Bill of Lading.
29. The 1890 Azoff Charter-party.
30. The 1890 Black Sea Charter-party.
31. The 1890 Danube Charter-party.
32. River Plate Charter-party, 1914, Homeward .. .. Code Name "CENTROCON."

STONE.

33. Stone Charter-party, 1920 .. .. Code Name "PANSTONE."

ORE.

34. Mediterranean Ore Charter, 1921 .. .. .. Code Name "MEDITORE."
35. Mediterranean Ore Charter, 1922 .. .. .. " " "NECORE."

CEMENT.

36. Cement Charter-Party, 1922 .. .. Code Name "CEMENCO."
37. Cement Charter-Party, 1923 (Sailing Ship) .. .. " " "CEMENCOSAIL."

GENERAL.

38. Baltic and White Sea Conference Uniform General Charter, 1922. Code Name "GENCON."

TIME.

39. Time Charter .. .. Code Name "TIMON."

THE BALTIC AND WHITE SEA CONFERENCE DOCUMENTARY COUNCIL.

The Documentary Council have, with the exception of the "Timon" and "Gencon" Charters, adopted the whole of the Chamber of Shipping of the United Kingdom approved Documents, and herewith is a list of their other Charters :—

Compulsory Charters.

40. Coal Charter (from East Coast of England and Scotch ports to all ports in the Baltic, Scandinavia and White Sea) .. .. Code Name "BALTCON."
41. Phosphate Charter, 1914 (from Belgian ports to North Sea and Baltic ports)— Code Name "PHOSCON."
42. Hydro Charter (for the carriage of Nitrate from Norway) .. Code Name "HYDROCHARTER."

Recommended Charters.

43. Baltic/Alexandria Wood Charter-party, 1913 .. .. Code Name "BALDRIA."
44. Uniform General Charter, 1922 .. .. .. " " "GENCON."
45. Uniform Time Charter, 1912 and 1920 .. .. .. " " "BALTIME."
46. Net Charter-party, 1920, for Sailing Ships .. .. " " "NETTFER."

It has been strongly recommended that Owners should be satisfied that the Approved Document or Charter under which their steamers are to be fixed should not be so altered by conditions and exceptions that would change the sense or intention of same, thereby prejudicing the protection to which they would be entitled from their Protection Associations from time to time.

SOUTH WALES CHARTER-PARTIES.

BILLS OF LADING.

COMMENTS.

SOUTH WALES CHARTER-PARTIES.

ADMIRALTY-COASTING CHARTER.

ADMIRALTY-FOREIGN CHARTER.

CHAMBER OF SHIPPING WELSH COAL CHARTER, 1896.

CHAMBER OF SHIPPING WELSH COAL CHARTER, 1896. PATENT FUEL.

CHAMBER OF SHIPPING COASTING COAL CHARTER-PARTY, 1913. ("WELCON.")

THE BALTIC AND WHITE SEA CONFERENCE COAL CHARTER, 1921. ("BALTCON.")

CHAMBER OF SHIPPING WELSH COAL CHARTER, 1896.
To the Danube, Rosario, Rivers Parana or Uruguay.

CHAMBER OF SHIPPING WELSH COAL CHARTER, 1896.
For Monte Video, Buenos Ayres, etc.

CHAMBER OF SHIPPING PITWOOD CHARTER, 1924. ("PITWOODCON.")

T. 240.

Charter-party. (Collier.)

ADMIRALTY-COASTING.

Steamer.

CARDIFF,.....19.....

IT IS THIS DAY MUTUALLY AGREED BETWEEN

of the good Screw Steam Ship called the of of tons register and tons burthen, or thereabouts, exclusive of bunkers, now at and expected ready to load by the and the Director of Transports, hereinafter called the Charterer.

1. That the said ship, being tight, staunch and strong and in every way fitted for the voyage, and provided with efficient steam winches, masts, derricks, gins, 2½-inch wire-whips and suitable iron blocks, and other gear suitable and adequate for the rapid coaling of H.M. ships (see note in margin), except as provided below, shall, with all convenient speed, sail and proceed to West or East Dock, Roath Dock or Basin, Queen Alexandra Dock, Penarth or Barry Dock, Cardiff, Alexandra Dock, Newport, or to a Dock at Swansea or Port Talbot, as ordered on or before arrival in Penarth Roads, and there load, in the customary manner, from the Agents of the said Charterer, Cargo of Steam Coal of not less than tons nor more than tons, not exceeding what she can reasonably stow and carry over and above her tackle, apparel, provisions and furniture; and being so loaded, shall therewith proceed to

and deliver the same alongside store and/or craft, steamer, depot ship, Men of War at anchorage, wharf or arsenal in river, dock, dockyard and/or harbour, within the limits of the port, where she may safely lie as ordered by the Consignee of the cargo, on being paid freight at and after the rate of
per ton of 20 cwts. in full of all port charges, pilotage, trimming, dock wharfage, lights and other charges as customary, on the quantity of coals shipped as per Bill of Lading, less one half per cent., but the Consignees to have the option of weighing the cargo in whole or part as he sees fit for his own information. In case any of the cargo be jettisoned during the voyage the remainder is to be weighed and freight paid on the quantity delivered.

In all cases the Consignee will furnish labour and shovels, baskets, sacks, etc., free of charge, for discharging the cargo, the collier supplying only the labour, steam, etc., requisite to work the winches and gear.

2. The Consignee may direct colliers chartered for the following places to discharge alongside ships, as under, weather permitting, viz. :—

SHEERNESS	At the Nore Anchorage, outside the limits of Sheerness Harbour.
CHATHAM	At Anchorage and/or as ordered.
PORTSMOUTH	At Spithead Anchorage.
PORTLAND	At Portland Roads Anchorage.
DEVONPORT	At Plymouth Sound, or the Hamoaze, or at Turnchapel Wharf.
HAULBOWLINE and/or QUEENSTOWN ..	At outer Man of War Roads.
INVERGORDON or CROMARTY	Anywhere within Cromarty Firth.

3. The ship has liberty to sail without pilots, to assist vessels in distress, and to deviate for the purpose of saving life.

4. The Act of God, perils of the sea, fire, barratry of the master and crew, enemies, pirates and thieves, arrests and restraints of princes, rulers and people, collisions, stranding, and other accidents of navigation excepted, even when occasioned by negligence, default or error in judgment of the pilot, master, mariners, or other servants of the Shipowners.

NOTE.—Special importance is attached to due observance of the condition as to thorough efficiency and good order of winches, masts, derricks, gins, whips, blocks, and other gear (vide Clauses 1 and 22), and colliers not found satisfactory in this respect will not be employed again.

5. Ship not answerable for losses through explosion, bursting of boilers, breakage of shafts or any latent defect in the machinery or hull, not resulting from want of due diligence by the Owners of the ship or by the ship's Husband or Manager.

6. The Captain to sign Bills of Lading for Dock or Railway Co.'s weight as presented, but ship not to be held responsible for short weight (if any), provided she delivers all cargo taken on board.

7. Sufficient coal for ship's use for the voyage to be taken on board and endorsed on the Bills of Lading, and kept separate from the cargo to the satisfaction of the Admiralty Inspector.

8. Payment shall be made as follows :—One third of the freight, if required, less two and a half per cent., by a draft of three days' sight upon the Accountant-General, Shipping Liquidation Committee, on signing Bills of Lading ; cash not exceeding £ at the port of discharge, and the balance by a draft from the Accountant-General, Shipping Liquidation Committee, within seven days after delivery at his office, 3, Sanctuary Buildings, S.W.1, of a claim accompanied by a certificate, signed by the Consignee, of the right delivery of the cargo. All advances to be endorsed on the Bills of Lading.

9. Payment, except as stipulated, to be net, and no discount, commissions, rebates, or allowances whatsoever to be payable other than are specified in this Charter.

10. There shall be allowed for loading the cargo, running hours as per conditions of amended Chamber of Shipping Welsh Coal Charter, 1896 (which the Shipowner hereby accepts), after the ship is in dock wholly unballasted and ready to load, and written notice thereof given to the colliery or collieries, between the hours of 9 am. and 5 p.m. except on Saturdays, when notice must be given not later than 1 p.m. Not less than tons per day of 24 running hours, weather permitting (Sundays, dockyard and other holidays excepted), are to be allowed the said Charterer or his Agents (if the ship is not sooner dispatched) for unloading, to commence from the time written notice is given to the Consignee between 9 a.m. and 5 p.m. that the vessel is ready to unload (subject to Clause 17). Demurrage to be at the rate of and all time to count over and above that allowed for discharging, except in the case of strikes or lock-outs of workmen, accidents, frost, floods, rains, winds, rollers, or any cause whatever beyond the control of the Consignee. If work is continued on Sundays or holidays intervening between the lay days, such time actually occupied will be counted as lay time.

11. The Charterer not to be liable for any delay in loading the ship.

12. The cargo to be brought alongside and taken from the vessel at Charterer's risk and expense.

13. Charterer to be at liberty to appoint trimmers for stowing the cargo at the usual tariff, it being understood that Charterer shall not be responsible for their acts or defaults, nor shall the trimmers be deemed Charterer's servants or agents.

14. The Charterer's Agents (Messrs. Wm. Mathwin & Son, Cardiff) to be advised of the steamer's departure from last port as soon as possible after her sailing therefrom for port of loading.

15. The Captain to apply to Messrs. Wm. Mathwin & Son, Cardiff, for instructions at port of loading, and to the Consignee or Senior Naval Officer at the places of discharge.

16. Should the steamer not have arrived at port of loading and be ready to load by the Charterer to have the option of cancelling this Charter.

17. Time for loading not to count before 9 a.m. and time for discharging not before 9 a.m. notwithstanding the ship may be ready sooner, unless begun meantime.

18. The Owners of the ship shall have no lien on the cargo for freight, dead freight, and demurrage. General average, if any, to be adjusted in England according to the York-Antwerp Rules, 1924, and as if the vessel were British, and any claim for contributions to be made on the Charterer.

19. Penalty for non-performance of this Agreement shall be proved damages not exceeding the estimated amount of freight.

20. The Consignee to have the option, on or after the arrival of the steamer at , of ordering her on to any port or to the British Fleet and to follow the latter when, where and as required (within the coasting limits) by the Senior Naval Officer, whether discharge may have commenced or not, on freight being paid, in addition to the rate specified in Clause 1, at £ per day of 24 hours, and *pro rata* for part thereof, for any time beyond that allowed for discharge, and of a rate equal to one half of the above Fleet Option rate for any lay days or portion thereof which may be unexpired when the vessel sails to follow the Fleet. If work is continued, or the vessel should be steaming under Fleet Option orders, on Sundays or holidays intervening between the lay days, such days will be counted as lay days. When the collier is so ordered on, the cargo will be discharged free of charge, the steamer finding winches and labour, ample steam and gear, as specified in Clause 1, to work them, when and as required, by day or night, free of cost. All other conditions as above, except that all port charges, pilotages, and dues or duties levied on steamer or cargo of whatever nature (with the exception of light dues) which may be incurred after the steamer leaves are to be refunded by the Charterer upon receipt of proper vouchers. Steamer to be redelivered at any of H.M. Home Dockyards, or at

21. No cargo to be shipped in trucks, tanks, tank holds or bunker spaces. All hatchways are to be free of fixed cross-beams and clear of obstructions.

22. It is stipulated that at least one set of spare gear is to be carried for each pattern of winch on board as follows :—

Crank pin brasses, with bolts and nuts	2 pairs.
Gudgeon pin brasses, with bolts and nuts	2 „
Main bearing brasses	2 „
Eccentric rod and strap complete	1 in No.
Rings for piston	1 set.
Slide rod	1 in No.

23. Owners must supply and fix on board a suitable flashing lantern, and at least one of the officers or men must be able to use it.

24. In pursuance of Act 22, Geo. III., Cap. xlv., no Member of the House of Commons is to be admitted to any share or part in this Charter or to any benefit to arise therefrom.

The Owners in all matters arising under this Contract shall also be entitled to the like privileges and rights and immunities as are contained in Sections 2 and 5 of the Carriage of Goods by Sea Act, 1924, and in Article IV of the Schedule thereto.

For the Director of Transports,

as Agents.

Colliery / Railway / Dock / Works } *weight.—Weight shipped unknown.*

CARGO.

.....*tons in*.....*hold*

.....*tons in*..... ,,

.....*tons in*..... ,,

.....*tons in*..... ,,

Total *Tons*

COALS ON BOARD FOR SHIP'S USE, INDEPENDENT OF CARGO.

.....*tons in*.....

.....*tons in*.....

.....*tons in bunkers.*

tons in bunkers on arrival.

Total *Tons*

Received on account of Freight

.....

Pounds,..... *Shillings*,

and.....*Pence, on which*

Insurance and Interest have been paid.

£.....

SHIPPED at.....*in good order and condition*

by .....

of.....*in and upon the good*

Steamship / Motorship *called the*.....*whereof*

.....*is Master for this present Voyage and bound for*

.....

with liberty to sail without pilots, to call at any ports in any order for bunkering or other purposes, or to make trial trips after notice or adjust compasses, all as part of the contract voyage.

a cargo / parcel of Coal / Coke / Patent Fuel of.....

..... *tons Colliery / Railway / Dock / Works* } *weight, weight shipped unknown,*

which is to be delivered in the like good order and condition at the said Port of

.....

unto.....

or.....*Assigns, he or they paying Freight for the same as per Charter-party*

dated.....19..... *all the terms, conditions and exceptions*

contained in which Charter-party are herewith incorporated.

General Average payable according to York-Antwerp Rules, 1924.

All the terms, provisions and conditions of the Carriage of Goods by Sea Act, 1924, and the Schedule thereto, are to apply to the contract contained in this Bill of Lading, and the Owners and the Charterers are to be entitled to the benefit of all privileges, rights and immunities contained in such Act, and the Schedule thereto, as if the same were herein specifically set out, the unit under Article IV (5) being the ton. If, or to the extent that, any term of this Bill of Lading is repugnant to or inconsistent with anything in such Act or Schedule it shall be void.

IN WITNESS whereof the Master or Agent of the said vessel hath signed.....*Bills of Lading, all of this tenor and date drawn as a set consecutively numbered, any one of which being accomplished the others shall be void.*

.....19.....

Comments on Admiralty Charter

(COASTING).

Only British Steamers are entertained.

Steamers must have large hatches, free of obstructions, and be fitted with double derricks, and double winches for preference.

COMMISSIONS.—None.

DISCHARGE AND DESPATCH.—Free. There is no despatch clause.

FREIGHT.—Paid on the Bill of Lading quantity less one-half per cent. Consignee, however, has the option of weighing the cargo in whole or in part as he sees fit for his own information.

CLAUSE 11.—Deleted.

CLAUSE 18.—The Owners of the ship have no lien on the cargo for freight, dead freight, and demurrage.

FLEET CLAUSE.—An option is now rarely required for steamers to follow the Fleet. If Fleet option order is exercised steamer is to be paid £ per day of 24 running hours and *pro rata* for part thereof for any time beyond that allowed for discharge. In addition, Charterers will replace bunkers used between time of proceeding on Fleet option and the time of redelivery.

The customary daily remuneration at present when rates are low is, approximately :—

£10 for 1,000 d.w. steamer.
20 „ 2,000 „ „
30 „ 3,000 „ „
40 „ 4,000 „ „ etc.

Steamer is usually redelivered at the original destination for which she is chartered.

SPARE GEAR.—Steamer has to have at least one set of spare gear for each pattern of winch on board.

FORM OF CHARTER ACCEPTED BY THE CHAMBER OF SHIPPING OF THE UNITED KINGDOM.

N. 87.

Charter-party. (Collier.)

ADMIRALTY-FOREIGN.

CARDIFF, ...192.....

Steamer

IT IS THIS DAY MUTUALLY AGREED BETWEEN

of the good Screw Steamship called the
of tons net register and tons burthen, or thereabouts, exclusive
of bunkers, classed now at
and expected ready to load

and the Director of Sea Transport
hereinafter called the Charterer.

NOTE.—Special importance is attached to due observance of the conditions as to thorough efficiency and good order of winches, masts, derricks, gins, whips, blocks and other gear (vide Clauses 1 and 25), and colliers not found satisfactory in this respect will not be employed again.

1. That the said ship being tight, staunch, and strong, and in every way fitted for the voyage, and fitted with efficient steam winches, masts, derricks, gins, 2½-inch wire-whips, and suitable iron blocks, and other gear, except as provided below, suitable and adequate for the rapid coaling of H.M. Ships (see Clause 25 and note in margin), and properly ventilated, shall, after discharging present cargo, with all speed sail and proceed to the East or West Dock, Roath Dock or Basin, Queen Alexandra Dock, Penarth or Barry Dock, Cardiff, Alexandra Dock, Newport, or to a Dock at Swansea or Port Talbot, at the Charterer's option, as ordered on or before arrival, and there load in the customary manner from
a Cargo of Steam Coal of not less than tons, nor more than
tons (no other cargo allowed), not exceeding what she can reasonably stow and carry over and above her tackle, apparel, provisions, coal for ship's use, and furniture, and, being so loaded, shall therewith proceed by the shortest route to
and deliver the same where always afloat, alongside store and/or craft, and/or steamer, and/or depot ship, and/or Men of War at anchorage, and/or at any wharf, and/or arsenal, in river, dock, dockyard or harbour, within the limits of the port, as ordered by the Consignee of the cargo. The Consignee will furnish labour, and shovels, baskets, sacks, etc., free of charge for discharging the cargo, the collier supplying the labour and ample steam necessary for working the winches and gear.

2. The Act of God, perils of the sea, fire, barratry of the master and crew, enemies, pirates, arrests and restraints of princes, rulers and people, collisions, stranding and other accidents of navigation excepted, even when occasioned by negligence, default or error in judgment of the pilot, master, mariners, or other servants of the Shipowners. The Owners shall not be liable for any delay in the commencement or prosecution of the voyage due to a general strike or lock-out of seamen or other persons necessary for the movement or navigation of the vessel.

3. Ship not answerable for losses through explosion, bursting of boilers, breakage of shafts, or any latent defect in the machinery or hull, not resulting from want of due diligence by the Owners of the ship, or by the Ship's Husband or Managers.

4. The steamer has liberty to sail with or without pilots, and to tow or assist vessels in distress and to deviate for the purpose of saving life or property ; towage and/or salvage for Owner's benefit.

5. There shall be allowed for loading the cargo running hours as per conditions of amended Chamber of Shipping Welsh Coal Charter, 1896 (which the Shipowner hereby accepts), after the ship is in dock wholly unballasted and ready to load, and written notice thereof given to the colliery between the hours of 9 a.m. and 5 p.m., except on Saturdays, when notice must be given not later than 1 p.m. Time for loading not to count before 9 a.m., if ready sooner and not begun meantime.

6. The cargo shall be discharged at the average rate of not less than tons per day of 24 running hours, weather permitting ; the time to commence, after written notice is given, between 9 a.m. and 5 p.m., of ship being ready to discharge, whether in berth or not, but not before 9 a.m. unless discharge is begun earlier ; Sundays and all holidays, and time lost through strikes or lock-outs of workmen, accidents, frosts, floods, rains, winds, rollers, or any cause whatever beyond the control of the Consignee of the cargo, not to count as discharging time. If work is continued on Sundays or holidays intervening between the lay days, such time actually occupied will be counted as lay time.

7. Demurrage to be paid at the rate of ton per day of 24 running hours, and *pro rata* for part thereof, for any time employed beyond that allowed for discharge.

8. The cargo to be brought alongside and taken from the vessel at Charterer's risk and expense.

9. The Master shall call at the Shippers' office within 24 hours after shipment of cargo, during their office hours, and shall sign their Bills of Lading, weight unknown, as presented, without alteration or addition, before proceeding to sea, or the Owners shall pay to the Charterers, by way of agreed damages for each day's delay, the sum of fourpence per register ton per day.

10. The Master to take on board sufficient coal for ship's use, which is to be kept entirely separate from the cargo by bulkheads to the satisfaction of the Admiralty Inspector, and to have the quantity endorsed on the Bills of Lading.

11. All communications from cargo holds opening into bunker and stokeholds are to be securely closed by planks on the cargo side to the satisfaction of the Admiralty Inspector at ship's expense. No cargo to be shipped in trunks, tanks, tank holds, or bunker spaces, and all hatchways are to be free of fixed cross beams and clear of all obstructions.

12. Charterer to be at liberty to appoint trimmers for stowing the cargo at the usual tariff, it being understood that Charterer shall not be responsible for their acts or defaults, nor shall the trimmers be deemed Charterer's servants or agents.

13. The Railway or Dock Company's returns of the quantity of cargo shipped shall be conclusive as to the quantity actually shipped.

14. Freight shall be at the rate of shillings and pence per ton of 20 cwts. for any quantity delivered [free of charge to the collier (*see end of Clause* 1)], in full of all port charges, pilotage, trimming, tonnage duty, lights, consulages, and all charges of a similar nature, into store, lighters, or hulks, and/or to H.M. Ships, and shall be paid on the quantity of coals shipped as per Bills of Lading, less one per cent., but the Consignee to have the option of weighing the cargo in whole or part as he sees fit, for his own information. The coals are to be discharged according to the custom of the port of discharge. In case any of the cargo be jettisoned during the voyage, the remainder is to be weighed and freight paid on the quantity delivered. Payment shall be made as follows :—One third of the freight, if required, less three per cent., by a draft at three days' sight upon the Assistant Secretary for Finance (Sea Transport Section), Board of Trade, on signing Bills of Lading ; cash not exceeding £ at the port of discharge, and the balance by a draft from the Assistant Secretary for Finance (Sea Transport Section), Board of Trade, within seven days after delivery at his office, 3, Sanctuary Buildings, S.W.1., of a claim accompanied by the Bill of Lading and a certificate, signed by the Consignee, of the right delivery of the cargo. All advances to be endorsed on the Bills of Lading.

15. All payments, except as stipulated, to be net, and no discounts, commissions, rebates, or allowances whatsoever shall be payable to or by the Charterer or their Agent other than are specified in this Agreement.

16. Any duty which may be levied in consequence of the ship not being British shall be borne by the owners.

17. The Owners of the ship shall have no lien on the cargo for freight, dead freight, and demurrage. General average, if any, to be adjusted in England according to the York-Antwerp Rules, 1924, and as if the vessel were British, and any claim for contributions to be made on the Charterer.

18. Should any misrepresentation be made in any way as to the Steamer, or should she not be at the loading place ready for cargo by 192 the Charterer to have the option of cancelling this Charter, without prejudice to any claim for damages for the breach thereof.

19. The Charterer's Agents (Messrs. WM. MATHWIN & SON (Cardiff) Ltd., Cardiff), to be advised of the steamer's departure from last port within 24 hours after the sailing therefrom for port of loading.

20. The Captain to apply to the Shippers for instructions at the port of loading.

21. The Charterer not to be liable for any delay in loading the steamer.

22. Penalty for non-performance of this Agreement shall be proved damages not exceeding the estimated amount of freight.

23. The Consignee to have the option, on or after the arrival of the steamer at , of ordering her on to any port or to the British Fleet, and to follow the latter when, where and as required by the Senior Naval Officer, whether discharge may have commenced or not, on freight being paid, in addition to the rate specified in Clause 14, at £ per day of 24 hours, and *pro rata* for part thereof, for any time beyond that allowed for discharge, and of a rate equal to one-half of the above Fleet Option rate for any lay days or portion thereof which may be unexpired when the vessel sails to follow the Fleet. If work is continued, or the vessel should be steaming under Fleet Option orders, on Sundays or holidays intervening between the lay days, such days will be counted as lay days. When the collier is so ordered on, the cargo will be discharged free of charge, the steamer finding winches and labour, ample steam and gear, as specified in Clause 1, to work them, when and as required, by day or night, free of cost. All other conditions as above, except that all port charges, pilotages, consulages, and dues or duties levied on steamer or cargo of whatever nature, which may be incurred after steamer leaves , are to be refunded by the Charterer upon receipt of proper vouchers. Steamer to be redelivered at

24. Charterer to have the option of shipping about tons of smithery coal and about tons of coke, the same in case of shipment to be separated from the steam coals by boards and mats at ship's expense, and to the satisfaction of the Admiralty Inspector, the freight to be same as for the steam coals.

25. It is stipulated that at least one set of spare gear is to be carried for each pattern of winch on board as follows :—

Crank pin brasses, with bolts and nuts	2 pairs.
Gudgeon pin brasses, with bolts and nuts	2 ,,
Main bearing brasses	2 ,,
Eccentric rod and strap complete	1 in No.
Rings for piston	1 set.
Slide rod	1 in No.

26. Owners must supply and fix on board a suitable flashing lantern, and at least one of the officers or men must be able to use it.

27. In pursuance of Act 22, Geo. III., Cap. xlv., no Member of the House of Commons is to be admitted to any share or part in the Charter, or to any benefit to arise therefrom.

The Owners in all matters arising under this Contract shall also be entitled to the like privileges and rights and immunities as are contained in Sections 2 and 5 of the Carriage of Goods by Sea Act, 1924, and in Article IV of the Schedule thereto.

For the Director of Sea Transport,

as Agents.

Colliery / Railway / Dock / Works } *weight.—Weight shipped unknown.*

CARGO.

.....*tons in*.....*hold*

.....*tons in*..... ,,

.....*tons in*..... ,,

.....*tons in*..... ,,

Total _____ *Tons*

COALS ON BOARD FOR SHIP'S USE, INDEPENDENT OF CARGO.

.....*tons in*.....

.....*tons in*.....

.....*tons in bunkers.*

tons in bunkers on arrival.

Total _____ *Tons*

Received on account of Freight

.....

Pounds,..... *Shillings*,

and.....*Pence, on which*

Insurance and Interest have been paid.

£.....

SHIPPED at.....*in good order and condition*

by .....

of.....*in and upon the good*

Steamship / Motorship *called the*.....*whereof*

.....*is Master for this present Voyage and bound for*

.....

with liberty to sail without pilots, to call at any ports in any order for bunkering or other purposes, or to make trial trips after notice or adjust compasses, all as part of the contract voyage.

a cargo / parcel of Coal / Coke / Patent Fuel of.....

..... *tons Colliery / Railway / Dock / Works* } *weight, weight shipped unknown,*

which is to be delivered in the like good order and condition at the said Port of

.....

unto.....

or.....*Assigns, he or they paying Freight for the same as per Charter-party*

dated.....19..... *all the terms, conditions and exceptions*

contained in which Charter-party are herewith incorporated.

General Average payable according to York-Antwerp Rules, 1924.

All the terms, provisions and conditions of the Carriage of Goods by Sea Act, 1924, and the Schedule thereto, are to apply to the contract contained in this Bill of Lading, and the Owners and the Charterers are to be entitled to the benefit of all privileges, rights and immunities contained in such Act, and the Schedule thereto, as if the same were herein specifically set out, the unit under Article IV (5) being the ton. If, or to the extent that, any term of this Bill of Lading is repugnant to or inconsistent with anything in such Act or Schedule it shall be void.

IN WITNESS whereof the Master or Agent of the said vessel hath signed.....
Bills of Lading, all of this tenor and date drawn as a set consecutively numbered, any one of which being accomplished the others shall be void.

.....19.....

Comments on Admiralty Charter

(FOREIGN).

Only British steamers are entertained.

Steamers must have large hatches, free of obstructions, and be fitted with double derricks, and double winches for preference.

COMMISSIONS.—None.

DISCHARGE AND DESPATCH.—Free. There is no despatch clause.

FREIGHT.—Paid on the Bill of Lading quantity, less one per cent. Consignee, however, has the option of weighing the cargo in whole or part as he sees fit for his own information.

CLAUSE 17.—The Owners of the ship have no lien on the cargo for freight, dead freight, and demurrage.

CLAUSE 21.—Deleted.

FLEET CLAUSE.—An option is now rarely required for steamers to follow the Fleet. If Fleet option order is exercised steamer is to be paid £ per day of 24 running hours and *pro rata* for part thereof for any time beyond that allowed for discharge. In addition, Charterers will replace bunkers used between time of proceeding on Fleet option and the time of redelivery.

The customary daily remuneration at present when rates are low, is, approximately :—

£10 for 1,000 d.w. steamer.
20 „ 2,000 „ „
30 „ 3,000 „ „
40 „ 4,000 „ „ etc.

Steamer is usually redelivered at the original destination for which she is chartered.

SPARE GEAR.—Steamer has to have at least one set of spare gear for each pattern of winch on board.

TEMPERATURE TUBES.—Steamers fixed for the East, etc., must be well ventilated and be fitted with hermetically sealed temperature tubes of not less than $2\frac{1}{8}''$ diameter (at Owners' expense) in each cargo hatchway to the satisfaction of the Admiralty Coal Inspector. The Master has to take the temperature in the tubes and the shade temperature on deck daily, log it, and furnish extract of log for the Consignee, if required.

Dated
25th April, 1896.
Agreed
1st May, 1896.
Amended
16th Feb., 1897.
Amended
23rd Feb., 1912.
Amended
31st Dec., 1924.

No. 2.

Adopted by the Documentary Council of the Baltic and White Sea Conference.

Chamber of Shipping Welsh Coal Charter, 1896.

.....19.....

IT IS THIS DAY MUTUALLY AGREED BETWEEN

Owners of the good Steamship / Motorship called the classed of tons net register, tons deadweight, exclusive of bunkers, or thereabouts, Master, now , and expected ready to load about

AND as Agents for the Charterers.

1. THAT the said vessel being tight, staunch and strong, and in every way fitted for the voyage, shall with all possible despatch sail and proceed to and there load, always afloat, in the customary manner, from the Charterers, in such dock as may be ordered by them on or before arrival in Roads, a full and complete cargo of Coal, not exceeding tons, nor less than tons, and not exceeding what she can reasonably stow and carry over and above her tackle, apparel, provisions and furniture; and being so loaded shall therewith proceed, with all possible dispatch, to

or so near thereunto as she can safely get, and there deliver her cargo alongside any wharf, and/or vessel, and/or craft, as ordered, where she can safely deliver, always afloat, but if required to shift, the expense of so doing to be paid by Consignees, and the time to count, on being paid freight at the rate of per ton of 20 cwts., or 1,015 kilos, delivered, or on Bill of Lading quantity less two per cent., at Receiver's option, to be declared in writing before bulk is broken. If the Receiver should elect to weigh the cargo at the port of destination the weighing shall be done (by an official weigher) at his expense. The Owners may provide a check-weigher at vessel's expense. Should any deficiency be alleged on the authority of such weighing, it shall affect the freight only, from which no deduction shall be made for alleged shortage of cargo, any custom of the port of discharge notwithstanding, the Owners being only liable to deliver, subject as herein provided, such cargo as they receive on board, but the Owners shall furnish, if required, a statutory declaration by the Master and other officers that all the cargo received on board has been delivered. The freight is in full of trimming, and of all port charges, pilotages, and consulages on the vessel. All wharfage dues on the cargo to be paid by the Charterers.

2. A sailing telegram to be sent to the Charterers on vessel leaving her last port, or in default twenty-four hours more to be allowed for loading.

3. The cargo to be loaded in running hours (excluding bunkering time, Sundays, Custom House, colliery, and local holidays, Easter Monday and Tuesday, Whit-Monday and Tuesday, and three days following Christmas Day, and from 5 p.m. on Saturday or the day previous to any such holiday to 7 a.m. on Monday or the day after any such holiday, unless used), commencing when written notice is given of vessel being completely discharged of inward cargo and ballast in all her holds and ready to load, such notice to be given between the business hours of 9 a.m. and 5 p.m. or 1 p.m. on Saturdays.

If detained longer, Charterers shall pay demurrage at the following rates :—For vessels of under 1,600 tons net register, 16/8 for every running hour. For vessels of 1,600 tons net register and over, 16/8 for every running hour for the first 72 hours and thereafter (if detained longer) at the rate of one-eighth of a penny per net register ton for every running hour.

Any time lost through riots, strikes, lock-outs, or any dispute between masters and men occasioning a stoppage of pitmen, trimmers or other hands connected with the working or delivery of the coal for which the vessel is stemmed, or by reason of accidents to mines or machinery, obstructions on the railway or in the docks, or by reason of floods, frosts, fogs, storms, or any cause beyond the control of the Charterers, not to be computed as part of the loading time (unless any cargo be actually loaded during such time). In case of partial holiday or partial stoppage of colliery or collieries from any or either of the aforenamed causes, the

lay hours to be extended proportionately to the diminution of output arising from such partial holiday or stoppage, but no deduction of time shall be allowed for stoppages unless due notice be given at the time to the Master or Owners.

In the event of any stoppage or stoppages arising from any of the above causes continuing for the period of six running days from the time of the vessel being ready to load, this Charter shall, provided, however, that no cargo shall have been shipped on board the vessel previous to such stoppage or stoppages, become null and void.

In the event of such stoppage or stoppages commencing after the vessel is ready to load and continuing for six running days, then this Charter shall, at the expiration of such period, provided that no cargo shall have been shipped on board the vessel previous to such stoppage or stoppages, become null and void.

If at the commencement of such stoppage or stoppages the vessel is on demurrage, then, provided that no cargo has been shipped and the stoppage extends to not less than 75 per cent. of the collieries in South Wales and Monmouthshire working steam coal (including the colliery working the coal for which the vessel is stemmed), the Charterers may at any time during such stoppage after the expiration of three days from the commencement thereof give three days' written notice that they are prepared to cancel this Charter, and from and after the expiration of such notice no further demurrage shall be payable in respect of the time lost through such stoppage, but the Charterers shall pay demurrage up to the expiration of such notice. On receipt of such notice the vessel may either thereupon sail or the Owners may within 24 hours of its receipt give the Charterers written notice of their intention that the vessel shall remain until the termination of the stoppage, and in such event the Charterers shall, upon the termination of the stoppage, load the vessel under this Charter, her lay hours commencing at 7 a.m. of the day on which such collieries generally restart work. In the event of the Owners not giving such notice as above mentioned, then upon payment of the demurrage due to the vessel this Charter shall become null and void.

Any question arising under this clause shall be referred to a Committee, consisting of one Shipowner, to be nominated by the Cardiff Shipowners' Association, and one Colliery Owner, to be nominated by the Monmouthshire and South Wales Coal Owners' Association, and should they be unable to agree, the decision of an Umpire selected by them shall be final.

4. Bunker coals to be kept properly separated from cargo to Charterers' satisfaction at the vessel's expense and the quantity to be endorsed on the Bills of Lading. If any cargo is carried in a hold communicating directly with the stoke-holds the doors to be securely fastened on the cargo side.

5. The Bills of Lading shall be prepared in accordance with the colliery, railway, dock or works weight in the form endorsed on this Charter, and shall be signed by the Master, Agent or Owners, weight shipped unknown, freight and all terms, conditions and exceptions as per this Charter, such Bills of Lading to be signed at the Charterers' or Shipper's office within 24 hours after the vessel is loaded.

6. The Act of God, the King's enemies, restraints of princes and rulers or peoples, including interferences of Government Authorities or their officials, and perils of the seas shall be mutually excepted.

The Owners in all matters arising under this contract shall also be entitled to the like privileges and rights and immunities as are contained in Sections 2 and 5 of the Carriage of Goods by Sea Act, 1924, and in Article IV of the Schedule thereto.

The vessel shall have liberty to sail without pilots, to call at any ports in any order for bunkering or other purposes, or to make trial trips after notice or adjust compasses, all as part of the contract voyage.

Charterers shall not be answerable for any negligence, default, or error in judgment of stevedores employed in discharging the cargo.

7. The cargo to be taken from alongside by Consignees at port of discharge, free of expense and risk to the vessel, at the average rate of tons per day, weather permitting, Sundays and holidays excepted, provided vessel can deliver it at this rate; if longer detained Consignees to pay vessel demurrage at the rate of fourpence per net register ton per running day (or *pro rata* for part thereof). Time to commence when vessel is ready to unload and written notice given, whether in berth or not. In case of strikes, lock-outs, civil commotions, or any other causes or accidents beyond the control of the Consignees which prevent or delay the discharging, such time is not to count, unless the vessel is already on

demurrage. Consignees to effect the discharge of the cargo, vessel paying per ton of 20 cwts., or 1,015 kilos, and providing only steam, steam-winches, winchmen, gins, and falls.

8. The FREIGHT to be paid if required by the Owners, on signing Bills of Lading (ship lost or not lost), in cash, less per cent. for insurance and interest (the Owners or their Agent giving Charterers or Shippers written notice before the vessel commences loading if any advance freight is required), and the remainder on right delivery of the cargo in sufficient cash for vessel's ordinary disbursements at current exchange, and the balance (unless otherwise arranged between the Owners and Charterers) by a good and approved bill on London at three months' date, or in cash equal thereto, at Captain's option. The Receivers of the cargo to be bound to pay freight on account during delivery, if required by the Captain. The Charterers' account at port of loading to be paid when rendered, otherwise the Charterers may deduct it on settlement of freight at port of destination (together with a charge of three per cent. to cover all charges, including insurance and interest).

9. The vessel to be free of address at port of discharge, but to pay the usual commission of two per cent. on the amount of freight on signing Bills of Lading.

10. Average, if any, shall be settled according to the York-Antwerp Rules, 1924. Should the vessel put into any port or ports leaky or with damage, the Captain or Owners shall without delay inform the Charterers thereof.

11. Loading hours not to commence before 9 a.m. on and if ship be not ready in loading dock as ordered before 9 a.m. on or if any wilful misrepresentation be made respecting the size, position or state of the vessel, Charterers to have the option of cancelling this Charter, such option to be declared on notice of readiness being given.

12. The Charterers' liability shall cease as soon as the cargo is shipped, and the advance of freight, dead freight, and demurrage in loading (if any) are paid, the Owners having a lien on the cargo for freight, demurrage and average.

13. Penalty for non-performance of this Agreement, proved damages, not exceeding the estimated amount of freight .

14. The brokerage of five per cent. is due to on the cargo being loaded.

Alterations authorised by the Documentary Committee.

CLAUSE 3.—Rates of demurrage may be disregarded and adequate rates stipulated for at time of chartering. A reduction may be made in the number of days during which the steamer is required to lie in the event of a stoppage.

CLAUSE 7.—Rate of demurrage may be disregarded and an adequate rate stipulated for at time of chartering. In trades where it has been customary for cost of stevedoring to be paid " on Bill of Lading quantity " where delivered weight is not ascertained, the words in inverted commas may be inserted accordingly.

A clause may be added giving Charterers the option of loading a small quantity of coke and/or stores and/or other lawful merchandise, they paying all extra expenses over coals in loading and discharging.

Colliery / Railway / Dock / Works } *weight.—Weight shipped unknown.*

CARGO.

.....*tons in*.....*hold*

.....*tons in*..... ,,

.....*tons in*..... ,,

.....*tons in*..... ,,

Total *Tons*

COALS ON BOARD FOR SHIP'S USE, INDEPENDENT OF CARGO.

.....*tons in*.....

.....*tons in*.....

.....*tons in bunkers.*

tons in bunkers on arrival.

Total *Tons*

Received on account of Freight

.....

Pounds,..... *Shillings*,

and.....*Pence, on which*

Insurance and Interest have been paid.

£.....

SHIPPED at.....*in good order and condition*

by .....

of.....*in and upon the good*

Steamship / Motorship *called the*.....*whereof*

.....*is Master for this present Voyage and bound for*

.....

with liberty to sail without pilots, to call at any ports in any order for bunkering or other purposes, or to make trial trips after notice or adjust compasses, all as part of the contract voyage.

a cargo / parcel of Coal / Coke / Patent Fuel of.....

..... *tons* *Colliery / Railway / Dock / Works* } *weight, weight shipped unknown,*

which is to be delivered in the like good order and condition at the said Port of

.....

unto.....

or.....*Assigns, he or they paying freight for the same as per Charter-party*

dated.....19..... *all the terms, conditions and exceptions*

contained in which Charter-party are herewith incorporated.

General Average payable according to York-Antwerp Rules, 1924.

All the terms, provisions and conditions of the Carriage of Goods by Sea Act, 1924, and the Schedule thereto, are to apply to the contract contained in this Bill of Lading, and the Owners and the Charterers are to be entitled to the benefit of all privileges, rights and immunities contained in such Act, and the Schedule thereto, as if the same were herein specifically set out, the unit under Article IV (5) being the ton. If, or to the extent that, any term of this Bill of Lading is repugnant to or inconsistent with anything in such Act or Schedule it shall be void.

IN WITNESS whereof the Master or Agent of the said vessel hath signed..... *Bills of Lading, all of this tenor and date drawn as a set consecutively numbered, any one of which being accomplished the others shall be void.*

.....19.....

Comments on Chamber of Shipping Welsh Coal Charter, 1896.

(*Amended 31st December, 1924.*)

N.B.—When no form of Charter is stated against the port in the list, alphabetically arranged, dealing with the conditions of Charter, *e.g.*, GENOA 600 6½d., it is to be implied that the above-named Charter is used.

LOADING HOURS (COLLIERY "SCALE HOURS").

The following is an extract of the South Wales Coal Contract, 1919 (Export) :—

"3. LOADING.

"The time for loading to be mutually agreed between the purchasers and the vendors "when each vessel is placed on stem, but shall not in any case be less than the under-"mentioned number of hours, and being subject in the case of steam vessels to the "conditions and exceptions of Clauses 2 and 3 of the Chamber of Shipping Welsh Coal "Charter, 1896, as amended in 1912, and in the case of sailing vessels to the usual printed "form of guarantee. In the event of the purchasers and the vendors not being able "mutually to arrange a stem the purchaser shall have a right to place a vessel on stem for "the portion of the month's deliveries then due on giving seven days' notice to the vendors, "in which case the vendors shall be allowed for loading steamers up to and including "2,000 tons cargo, SIX HOURS PER 100 TONS, but no steamer's loading time shall be less "than 48 hours. After the 2,000 ton limit, the scale to be FOUR HOURS PER 100 TONS "on the additional quantity."

Shipowners have from time to time protested against this "Penalty" or "Colliery Scale" of loading hours appearing in the Charter-party, for at no time have they been a party to such an agreement, further, they consider this scale of loading time unreasonably long. At a meeting of Colliery Owners and Coal Exporters they presented a *maximum scale* of loading hours, maintaining, however, their right at all times to bargain such condition of Charter, namely :—

6 hours per 100 tons up to 1,000 tons.
3 „ „ „ „ from 1,000 to 2,000 tons.
2½ „ „ „ „ on the balance of cargo exceeding 2,000 tons.

So far this proposed scale has not been approved.

Operating from the 8th December, 1923, and conditional to the third or night shift of tippers and trimmers being worked, the following revised scale of loading hours was suggested by the Colliery Owners and agreed to by the majority of Coal Exporters, namely :—

6 hours per 100 tons for the first 1,000 tons.
4 „ „ „ „ „ next 1,000/2,000 tons.
2½ „ „ „ „ „ balance of cargo.
(No steamers loading time to be less than 60 hours.)

1,000 tons	60 hours.
2,000 „	100 „
3,000 „	125 „
4,000 „	150 „
5,000 „	175 „
6,000 „	200 „
7,000 „	225 „

For a short time the third shift in the South Wales ports was worked, ultimately terminating on 19th January, 1924. Negotiations are proceeding between the interested parties, every effort being made to resume the loading of steamers by night, but at present it is impossible to give an idea when a settlement will be effected.

DISCHARGING RATES AND COSTS.—Various, as detailed in list of ports.

FREE DISCHARGE.—Cargoes for NORWEGIAN DESTINATIONS are in many instances discharged free of cost to the steamer, and before long this method is expected to become general in NORWAY.

TARIFF COST.—At most of the ports in DENMARK there is a tariff cost of discharge, and at the time of fixing, if Charterers will not agree to such costs appearing in the Charter-party, it is then suggested that Owners stipulate for " tariff cost," not " current cost " of discharge.

CURRENT COST.—Baltic destinations are generally fixed with this condition of Charter-party. Instances have occurred where steamers have been fixed for other destinations with " current cost " discharge, where the cost is usually a stipulated condition of charter. Invariably owners have had to pay greatly in excess of the usual charter cost.

FREIGHT.—(1) Receivers have the option of paying freight on—

(*a*) The Bill of Lading quantity less two per cent. in lieu of weighing ;

(*b*) The delivered quantity as weighed,

" by an approved Bill on London at three months' date, or in cash equal thereto in Captain's " option."

(2) In the event of Charterers stipulating for the balance of freight to be paid in London or Cardiff on production of a certificate of right delivery of the cargo, or on receipt of telegraphic advice to that effect, it necessitates the alteration of Clause 8 by the deletion of the following sentences, viz. :—

" (unless otherwise arranged between the Owners and Charterers) by a good and approved " bill on London at three months' date, or in cash equal thereto, at Captain's option. " The Receivers of the cargo to be bound to pay freight on account during delivery, if " required by the Captain."

and by the insertion of either of the two following sentences in place of same :—

(*a*) in cash in Cardiff or London by [Charterers] less 1¼ per cent. discount, on production of certificate of right delivery of the cargo ;

(*b*) in cash in Cardiff or London by [Charterers] less 1¼ per cent. discount, on receipt of telegraphic advice of right delivery of the cargo.

Under such conditions of Charter it is imperative for the Charterers to sign themselves as such, and not " as agents," in order to ensure their responsibility for payment of freight in this country.

Furthermore, the " Cesser " clause (No. 12) must be altered by the inclusion of the words " and discharging " before " if any " and " balance of freight as above " to be inserted after the words " if any " in the second line of that clause. It would then read :—

" The Charterers' liability shall cease as soon as the cargo is shipped, and the advance of " freight, dead freight, and demurrage in loading *and discharging* (if any), *and balance of* " *freight as above*, are paid, the Owner having a lien on the cargo for freight, demurrage " and average."

COMMISSION.—Two per cent. address.

BROKERAGE.—One-third of five per cent.

AGENCY.—Frequently Charterers stipulate for steamer to be consigned to their agents at port of discharge, which demand it is impossible at times to refuse.

BILLS OF LADING (Two or more sets).—At times Charterers request Owners or Agents to sign several sets of Bills of Lading for the various parcels of coal loaded instead of one set of Bills of Lading " for a full and complete cargo " in accordance with the condition of the charter. Should Owners consent to this application they must secure a letter of indemnity from Charterers, and the following draft letter has been approved by the Documentary Committee, viz. :—

To Messrs.
Owners of the S.S. her Master, Agents and/or other parties concerned.

Dear Sirs,—In consideration of the issue of more than one set of Bills of Lading in respect of the coal shipped in the above vessel, we the Charterers, under Charter-party dated undertake and agree (notwithstanding the Cesser Clause in the Charter-party) to put you in the same position as regards claims for shortage and/or mixture, expenses and/or demurrage payable under the Charter-party as if only one set of Bills of Lading had been issued with one Receiver for the whole cargo, and to that extent to indemnify you against any legal proceedings that may arise, and the cost thereof, whether such proceedings be by way of claim or counter claim, including proceedings for recovery of freight withheld by Receivers on account of any such claim ; and we further agree to make advances of the estimated cost of such proceedings and if and when required to undertake the defence and/or prosecution of such proceedings in your name and on your behalf, but at our expense.

Further, we AGREE that each separate Bill of Lading shall embody the clause " being part of a bulk cargo said to contain tons cwts."

Yours faithfully,

Charterers of the S.S.

ICE CLAUSE (Optional, Agreed 6th May, 1921).—In case of ice (except in Spring) preventing the vessel from entering port of discharge, the vessel to have liberty to proceed to a *near accessible port* (*in the same country, if possible*), *as ordered by the Receiver*, and there deliver the cargo in terms of this Charter-party, but at the customary rate of discharge and conditions of the substituted port.

(*The words in italics may be altered or struck out and a definite port substituted.*)

INSURANCE (Extra Premium Clause, if any).—When fixing foreign steamers Charterers sometimes stipulate for the following clause :—

If Charterers have to pay any extra insurance premium on cargo and/or advance freight over and above the rate asked by Lloyd's and/or approved first-class British Insurance Companies for similar British tonnage 100 A.1., such extra premium to be paid by Owners, Charterers to advise Owners' Agents the rate of premium quoted before covering insurance to enable Owners to verify justification for the extra rate of premium. Provided Charterers cannot effect the insurance at the rate of premium indicated to Owners, they (the Owners) to have the option of insuring with first-class Underwriters to Charterers' satisfaction.

The following conditions of Charter, contrary to the intention of the CHAMBER OF SHIPPING WELSH COAL CHARTER, have become customary through common usage :—

(*a*) BRAZILIAN DESTINATIONS.

The majority of Charters effected embody the following conditions, viz. :—

Agency.—Twenty, sometimes twenty-two, guineas.

Despatch.—At half demurrage rate, or £20 per day, on all (try) " working " time saved, computed on the Bill of Lading quantity.

(*b*) Islands—Madeira, Las Palmas, Teneriffe, Etc., Azores, Cape Verde, and Dakar.

Agency.—£10 10s. 0d.

Despatch.—(*a*) At half demurrage rate, or £20 per day, on all (try) " working " time saved, computed on the Bill of Lading quantity; or (*b*) At an increased cost of discharge with an increased rate of delivery.

(*c*) Plate Destinations.

Steamers are at times fixed hence River Plate, Lower and Upper Ports, on this form of Charter. Information relating to the conditions of this trade are dealt with under Plate Charters, page 107.

DUES, TAXES, ETC., AT FOREIGN DESTINATIONS TO BE NOTED :—

Algerian and Tunisian Destinations.—Peage Dues.

" Peage of 90 centimes per ton of cargo discharged shall be paid and borne solely " by the ship."

Certain Charterers are stipulating for the above clause to be inserted in Charter-parties effected for ports in these countries, which should under no circumstances be agreed to.

In many instances Peage has been paid by Owners of steamers discharging cargoes at such ports. The charge at Oran was recently contested, and the decision given was that Peage was solely for account of receivers. A similar action is now pending at Algiers, and it is thought the result will be favourable to the shipowner.

Receivers have refunded amounts so charged in certain cases when Owners have instituted legal proceedings.

Portuguese Destinations.

Law No. 1028, of the 20th August, 1920, provides for port dues as follows: Art. 9. Foreign craft will pay the Commercial Marine Tax (tonnage dues) according to the following table :—

Cargo Landed.

(1) Per ton of 1,000 kilos of pit coal, anthracite, lignite, briquettes, coke, sulphur, minerals in the rough, manure for agriculture, plaster, clay or tiles .. .. Esc. 0.50.

(2) Per ton of 1,000 kilos of merchandise not specified above .. Esc. 0.75.

Decree No. 7618 issued by the Portuguese Government provided " that from 1st " January, 1922, the above dues, also pilotage, anchorage, and light dues, on foreign " shipping were to be paid on the gold basis at ' par rate.' "

The above dues being payable in gold, *i.e.*, the Escudos amount is converted into sterling at par (Esc. 4.50 per £), and the sterling amount thus obtained reconverted into local currency at the exchange of the day.

Owing to a law the Receivers have the right of repudiating the payment of these gold taxes, notwithstanding any agreement or clause in the Bill of Lading, Charter-party or other Agreement. It is therefore suggested that Owners, in order to safeguard their interest, should insist upon the following clause being inserted in all Charter-parties for Portuguese ports and possessions, making Charterers, not Consignees, liable for all increased disbursements caused by such decree, viz. :—

" All increased disbursements in consequence of port dues being payable in gold as " per Government decree, owing to steamer not being under the Portuguese flag, to " be borne and paid for by Charterers."

A rebate relative to the difference resulting from the payment of these tonnage dues in gold will be granted to coal imported for the supply of steamers in Portuguese ports, *i.e.*, such cargo will only pay Esc. 0.50 per ton in currency.

A reduction of 25 per cent. in the dues has been granted to tonnage of the following nationalities, viz. :—

American,	Dutch,	German,	Norwegian,
British,	French,	Italian,	Swedish.
Danish,			

Cape Verde.

Tonnage Dues.—Sea-going trade: Steamer, per n.r.t. .. 1d.

Up to the present it has not been necessary to insist on the Gold Decree Clause being inserted in Charter-parties.

Guinea, S. Thome and Principo, Angola, Mozambique and Timor.

Tonnage Dues.—Sea-going trade: Steamer, per n.r.t. .. 3d.

Azores.

Some Charterers agree to the inclusion of the Gold Decree Clause in the Charter-party.

In July, 1924, a steamer of about 4,000 tons cargo was charged approximately £450 in excess of the usual expenses ordinarily charged, same being incurred through the Portuguese Gold Decree. Although this amount was ultimately refunded it shows how imperative it is to have the Gold Decree Clause a condition of all Charters for Portuguese ports and possessions.

Madeira.

Steamers chartered for this destination pay 2/- per ton for discharging, which also covers dues, port charges, etc. As the dues levied on steamers of Brazilian, French, Greek, and Peruvian nationality are heavier than those on steamers of other nationalities, Charterers for this destination, in view of the fact that the 2/- per ton is inclusive of same, are not disposed to entertain them.

Russian Destinations.

The sole Charterers are Messrs. Arcos, Ltd., who control the fixing of all steamers with coal cargoes to such country. The Chamber of Shipping Welsh Coal Charter is generally used, but the conditions of same are greatly altered, viz. :—

> " Discharging time counting 24 hours after steamer is ready, whether in berth or not."
>
> " Despatch Discharging.—At half demurrage rate on all time saved. Discharging " demurrage as certified by Port Authorities to be settled in London."
>
> " Agency.—£10 10s. 0d."

In addition to the stipulated amount in the Charter-Party, which covers stevedoring, all port charges, pilotages, etc. (except agency fee), Owners have to pay Charterers the Russian registration dues of One Penny per net register ton, same to be deducted from freight.

Freight is payable in London by either of the following methods, such option to be declared by them when fixing the steamer :—

(*a*) On signing Bills of Lading, less three per cent. ;

(*b*) On telegraphic advice of steamer's arrival at discharging port, less 1¼ per cent. ;

(*c*) One-half on signing Bills of Lading, less three per cent., balance, less 1¼ per cent., on telegraphic advice of steamer's arrival at discharging port.

SPANISH DESTINATIONS.

Steamers have to pay the SPANISH TRANSPORT TAX amounting to 1 Peseta per ton of 1,000 kilos, also HARBOUR DUES, where charged, of Peseta 0.375 to Pesetas 1.25, according to the destination.

The following clause generally applies to all charters for Spanish destinations, excepting Barcelona, viz. :—

> " Steamer to pay Spanish transport tax and harbour dues at port of discharge, if " imposed."

Occasionally, however, Charterers agree to a stipulated amount per ton of 1,000 kilos to cover transport tax and harbour dues, and sometimes Derramas tax. Such amount varies between Pts. 1.75 and Pts. 2.20, also 1/-.

If the cargo is discharged into hulk or pontoon for bunkering purposes—exportation, and not for use ashore—the transport tax is not levied by the authorities. Steamers rarely derive any benefit from this, for the Charterers who fix for such depots frequently stipulate for steamer to pay a stated amount per ton of 1,000 kilos, or secure the following clause :—

> " Steamer to pay Spanish transport tax whether cargo is discharged into hulk or " ashore, also harbour dues."

NEW TAX, DERRAMAS OR CANCELLATION.—Since the 1st February, 1924, and for a maximum period of 15 years, a new tax has been levied on Spanish and foreign vessels amounting to :—

(1) Arriving from or leaving for European or Mediterranean ports :—Pts. 0.35 per 1,000 kilos for bulk, fruit and general cargoes.

(2) Arriving from or leaving for other destinations :—Pts. 0.50 per 1,000 kilos for bulk, fruit and general cargoes.

Although this tax is levied on the quantity of cargo carried, these charges must be paid by the Captain or Owners of the steamer, the regulation stating that the Brokers attending to the steamer will become liable to punishment in the event of such charges being made payable by Receivers or other interested parties.

Several Charterers on both the South Wales and London Markets, when fixing tonnage, employ forms of charter that differ from the text of the original Chamber of Shipping Welsh Coal Charter, 1896, amended 31st December, 1924, particularly in reference to :—

(*a*) Loading docks (two).

(*b*) Berths, two or more, at port of discharge.

(*c*) Despatch money in discharging.

(*d*) Agency at port of discharge.

(*e*) Payment of freight.

Dated
25th April, 1896.

Agreed
1st May, 1896.

Amended
16th Feb., 1897.

Amended
23rd Feb., 1912.

Amended
31st Dec., 1924.

Adopted by the Documentary Council of the Baltic and White Sea Conference.

Chamber of Shipping Welsh Coal Charter, 1896.

PATENT FUEL.

.....19.....

IT IS THIS DAY MUTUALLY AGREED BETWEEN

Owners of the good $\frac{\text{Steamship}}{\text{Motorship}}$ called the classed of
tons net register, tons deadweight, exclusive of bunkers,
or thereabouts, Master,
now , and expected ready to load about

AND as Agents for the Charterers.

1. THAT the said vessel being tight, staunch and strong, and in every way fitted for the voyage, shall with all possible dispatch sail and proceed to
and there load, always afloat, in the customary manner, from the Charterers, in such dock as may be ordered by them on or before arrival in Roads,
a full and complete cargo of Patent Fuel and/or Coal,
at Charterers' option, not exceeding tons, nor less then tons, and not exceeding what she can reasonably stow and carry, over and above her tackle, apparel, provisions and furniture; and being so loaded, shall therewith proceed, with all possible dispatch, to
or so near thereunto as she can safely get, and there deliver her cargo alongside any wharf, and/or vessel, and/or craft, as ordered, where she can safely deliver, always afloat, but if required to shift, the expense of so doing to be paid by Consignees and the time to count, on being paid freight at the rate of
per ton of 20 cwts., or 1,015 kilos, delivered, or on Bill of Lading quantity less two per cent., at Receiver's option, to be declared in writing before bulk is broken. If the Receiver should elect to weigh the cargo at the port of destination the weighing shall be done (by an official weigher) at his expense. The Owners may provide a check-weigher at vessel's expense. Should any deficiency be alleged on the authority of such weighing, it shall affect the freight only, from which no deduction shall be made for alleged shortage of cargo, any custom of the port of discharge notwithstanding, the Owners being only liable to deliver, subject as herein provided, such cargo as they receive on board, but the Owners shall furnish, if required, a statutory declaration by the Master and other officers that all the cargo received on board has been delivered. The freight is in full of trimming, and/or stowage, and of all port charges, pilotages and consulages on the vessel. All wharfage dues or harbour tolls on the cargo to be paid by the Charterers.

2. A sailing telegram to be sent to the Charterers on vessel leaving her last port, or in default twenty-four hours more to be allowed for loading

3. The cargo to be loaded in running hours (excluding bunkering time, Sundays, Custom House, colliery and local holidays, Easter Monday and Tuesday, Whit-Monday and Tuesday, and three days following Christmas Day, and from 5 p.m. on Saturday or the day previous to any such holiday to 7 a.m. on Monday or the day after any such holiday, unless used), commencing when written notice is given of vessel being completely discharged of inward cargo and ballast in all her holds and ready to load, such notice to be given between the business hours of 9 a.m. and 5 p.m. or 1 p.m. on Saturdays.

If detained longer Charterers shall pay demurrage at the following rates :—For vessels of under 1,600 tons net register, 16/8 for every running hour. For vessels of 1,600 tons net register and over, 16/8 for every running hour for the first 72 hours and thereafter (if detained longer) at the rate of one-eighth of a penny per net register ton for every running hour.

Any time lost through riots, strikes, lock-outs, or any dispute between masters and men occasioning a stoppage of pitmen, fuel workmen, dockmen, trimmers, or other hands connected with the working or delivery of the cargo for which the vessel is stemmed, or by reason of accidents to mines, fuel works, or machinery, obstructions on the canal or railway or in the docks, and/or by reason of floods, frosts, fogs, storms, or any cause beyond the control

of the Charterers, not to be computed as part of the loading time (unless any cargo be actually loaded during such time). In case of partial holiday or partial stoppage of colliery or collieries and/or fuel works from any or either of the aforenamed causes, the lay hours to be extended proportionately to the diminution of output arising from such partial holiday or stoppage, but no deduction of time shall be allowed for stoppages unless due notice be given at the time to the Master or Owners.

In the event of any stoppage or stoppages arising from any of the above causes continuing for the period of six running days from the time of the vessel being ready to load, this Charter shall, provided, however, that no cargo shall have been shipped on board the vessel previous to such stoppage or stoppages, become null and void.

In the event of such stoppage or stoppages commencing after the vessel is ready to load and continuing for six running days, then this Charter shall, at the expiration of such period, provided that no cargo shall have been shipped on board the vessel previous to such stoppage or stoppages, become null and void.

If at the commencement of such stoppage or stoppages the vessel is on demurrage, then, provided that no cargo has been shipped and the stoppage extends to not less than 75 per cent. of the South Wales and Monmouthshire collieries working steam coal and/or fuel works (including the colliery and/or fuel works for which the vessel is stemmed), the Charterers may at any time during such stoppage after the expiration of three days from the commencement thereof give three days' written notice that they are prepared to cancel this Charter, and from and after the expiration of such notice no further demurrage shall be payable in respect of the time lost through such stoppage, but the Charterers shall pay demurrage up to the expiration of such notice. On receipt of such notice the vessel may either thereupon sail or the Owners may within 24 hours of its receipt give the Charterers written notice of their intention that the vessel shall remain until the termination of the stoppage, and in such event the Charterers shall, upon the termination of the stoppage, load the vessel under this Charter, her lay hours commencing at 7 a.m. of the day on which such collieries and/or fuel works generally restart work. In the event of the Owners not giving such notice as above mentioned, then upon payment of the demurrage due to the vessel this Charter shall become null and void.

Any question arising under this clause shall be referred to a Committee, consisting of one Shipowner, to be nominated by the Cardiff Shipowners' Association, and one Colliery Owner, to be nominated by the Monmouthshire and South Wales Coal Owners' Association, and should they be unable to agree, the decision of an Umpire selected by them shall be final.

4. Bunker coals to be kept properly separated from cargo to Charterers' satisfaction at the vessel's expense and the quantity to be endorsed on the Bills of Lading. If any cargo is carried in a hold communicating directly with the stoke-holds the doors to be securely fastened on the cargo side.

5. The Bills of Lading shall be prepared in accordance with the colliery, railway, dock or works weight in the form endorsed on this Charter, and shall be signed by the Master, Agent, or Owners, weight shipped and number of pieces unknown, not responsible for breakage, freight and all terms, conditions and exceptions as per this Charter, such Bills of Lading to be signed at the Charterers' or Shippers' Office within twenty-four hours after the vessel is loaded.

6. The Act of God, the King's enemies, restraints of princes and rulers or peoples, including interferences of Government Authorities or their officials, and perils of the seas shall be mutually excepted.

The Owners in all matters arising under this contract shall also be entitled to the like privileges and rights and immunities as are contained in Sections 2 and 5 of the Carriage of Goods by Sea Act, 1924, and in Article IV of the Schedule thereto.

The vessel shall have liberty to sail without pilots, to call at any ports in any order for bunkering or other purposes, or to make trial trips after notice or adjust compasses, all as part of the contract voyage.

Charterers shall not be answerable for any negligence, default or error in judgment of stevedores employed in discharging the cargo.

7. The cargo to be taken from alongside by Consignees at port of discharge, free of expense and risk to the vessel, at the average rate of tons per day, weather permitting, Sundays and holidays excepted, provided vessel can deliver it at this rate; if longer detained Consignees to pay vessel demurrage at the rate of fourpence per net register ton per running day (or *pro rata* for part thereof). Time to commence when vessel is ready to unload

and written notice given, whether in berth or not. In case of strikes, lock-outs, civil commotions, or any other causes or accidents beyond the control of the Consignees which prevent or delay the discharging, such time is not to count, unless the vessel is already on demurrage. Consignees to effect the discharge of the cargo, vessel paying per ton of 20 cwts., or 1,015 kilos, and providing only steam, steam-winches, winchmen, gins and falls. Vessel to load and discharge by night as well as by day, if required, but all expenses connected with night work to be paid by the Charterers.

8. The FREIGHT to be paid if required by the Owners, on signing Bills of Lading (ship lost or not lost), in cash less per cent. for insurance and interest (the Owners or their Agents giving Charterers or Shippers written notice, before the vessel commences loading, if any advance freight is required), and the remainder on right delivery of the cargo in sufficient cash for vessel's ordinary disbursements at current exchange, and the balance (unless otherwise arranged between the Owners and Charterers) by a good and approved bill on London at three months' date or in cash equal thereto, at Captain's option. The Receivers of the cargo to be bound to pay freight on account during delivery, if required by the Captain. The Charterers' account at port of loading to be paid when rendered, otherwise the Charterers may deduct it on settlement of freight at port of destination (together with a charge of three per cent. to cover all charges, including insurance and interest).

9. The vessel to be free of address at port of discharge, but to pay the usual commission of two per cent. on the amount of freight on signing Bills of Lading.

10. Average, if any, shall be settled according to the York-Antwerp Rules, 1924. Should the vessel put into any port or ports leaky or with damage, the Captain or Owners shall without delay inform the Charterers thereof.

11. Loading hours not to commence before 9 a.m. on and if Ship be not ready in loading dock as ordered before 9 a.m. on or if any wilful misrepresentation be made respecting the size, position or state of the vessel, Charterers to have the option of cancelling this Charter, such option to be declared on notice of readiness being given.

12. The Charterers' liability shall cease as soon as the cargo is shipped, and the advance of freight, dead freight, and demurrage in loading (if any) are paid, the Owners having a lien on the cargo for freight, demurrage and average.

13. Penalty for non-performance of this Agreement, proved damages, not exceeding the estimated amount of freight.

14. The brokerage of five per cent. is due to on the cargo being loaded.

Alterations authorised by the Documentary Committee.

CLAUSE 3.—Rates of demurrage may be disregarded and adequate rates stipulated for at time of chartering. A reduction may be made in the number of days during which the steamer is required to lie in the event of a stoppage.

CLAUSE 7.—Rate of demurrage may be disregarded and an adequate rate stipulated for at time of chartering. In trades where it has been customary for cost of stevedoring to be paid " on Bill of Lading quantity " where delivered weight is not ascertained, the words in inverted commas may be inserted accordingly.

A clause may be added giving Charterers the option of loading a small quantity of coke and/or stores and/or other lawful merchandise, they paying all extra expenses over coals in loading and discharging.

Colliery / Railway / Dock / Works } *weight.—Weight shipped unknown.*

CARGO.

.....*tons in*.....*hold*

.....*tons in*..... ,,

.....*tons in*..... ,,

.....*tons in*..... ,,

Total *Tons*

COALS ON BOARD FOR SHIP'S USE, INDEPENDENT OF CARGO.

.....*tons in*.....

.....*tons in*.....

.....*tons in bunkers.*

tons in bunkers on arrival.

Total *Tons*

Received on account of Freight

.....

Pounds,..... *Shillings*,

and.....*Pence, on which*

Insurance and Interest have been paid.

£.....

SHIPPED at.....*in good order and condition*

by .....

of.....*in and upon the good*

Steamship / Motorship *called the*.....*whereof*

.....*is Master for this present Voyage and bound for*

.....

with liberty to sail without pilots, to call at any ports in any order for bunkering or other purposes, or to make trial trips after notice or adjust compasses, all as part of the contract voyage.

a cargo / parcel of Patent Fuel of.....

..... *tons* *Colliery / Railway / Dock / Works* } *weight, weight shipped unknown,*

which is to be delivered in the like good order and condition at the said Port of

.....

unto.....

or.....*Assigns, he or they paying Freight for the same as per Charter-party*

dated.....19..... *all the terms, conditions and exceptions*

contained in which Charter-party are herewith incorporated.

General Average payable according to York-Antwerp Rules, 1924.

All the terms, provisions and conditions of the Carriage of Goods by Sea Act, 1924, and the Schedule thereto, are to apply to the contract contained in this Bill of Lading, and the Owners and the Charterers are to be entitled to the benefit of all privileges, rights and immunities contained in such Act, and the Schedule thereto, as if the same were herein specifically set out, the unit under Article IV (5) being the ton. If, or to the extent that, any term of this Bill of Lading is repugnant to or inconsistent with anything in such Act or Schedule it shall be void.

IN WITNESS whereof the Master or Agent of the said vessel hath signed.....*Bills of Lading, all of this tenor and date drawn as a set consecutively numbered, any one of which being accomplished the others shall be void.*

NUMBER OF PIECES UNKNOWN AND NOT RESPONSIBLE FOR BREAKAGE.

.....19.....

Comments on
The Chamber of Shipping Welsh Coal Charter, 1896.

PATENT FUEL.

This Charter only differs from the Chamber of Shipping Welsh Coal Charter as follows :—

CLAUSE 5.—The weight of the cargo loaded is obtained from the fuel company who loaded steamer, or from the dock or railway company. Steamer is not responsible for—

(*a*) The number of pieces loaded ;

(*b*) Breakages.

CLAUSE 7.— . . . Vessel to load and discharge by night as well as by day, if required, but all expenses connected with night work to be paid by the Charterers.

For fuller particulars, please see the Chamber of Shipping Welsh Coal Charter, for this Fuel Charter applies to the same destinations and is subject to the same conditions.

Agreed
22nd May, 1913.
Amended
31st Dec., 1924.

Code Name :
" WELCON."

Chamber of Shipping Coasting Coal Charter-Party, 1913.

FROM THE BRISTOL CHANNEL TO PORTS BETWEEN THE ELBE AND BREST AND IN THE UNITED KINGDOM.

Approximate size of holds

No. 1 .....
No. 2 .....
No. 3 .....
No. 4 .....

.....19.....

IT IS THIS DAY MUTUALLY AGREED BETWEEN Owners of the good Steamship/Motorship of tons net register tons deadweight, exclusive of bunkers, or thereabouts, now and expected ready to load on or about

AND Charterers of

Loading port.

1. THAT the said vessel being tight, staunch and strong and in every way fitted for the voyage, shall with all convenient speed proceed to as ordered before leaving discharging port or before arrival in roadstead and there load at a usual safe berth or berths as customary a full and complete Cargo of Coal, not exceeding tons nor less than tons, from such colliery or collieries as Charterers may direct, not exceeding what she can reasonably stow and carry over and above her tackle, apparel, provisions and furniture, and being so loaded shall therewith proceed with all possible dispatch to

Cargo.

Charges.

2. Charterers to pay all harbour tolls, wharfage or other dues and duties on the cargo at port of loading, also to bear cost of separation, levelling and extra trimming (if any) should the cargo be composed of different parcels. Receivers to pay all dues and duties on the cargo at port of discharge. Owners to pay port dues, pilotage, towage and other charges appertaining to the vessel.

Loading hours.

3. The vessel shall be loaded in running hours, Sundays, colliery or local holidays, strikes of pitmen or workmen, frosts, fogs, floods, storms, and any accidents preventing the working or loading of the said cargo excepted, commencing, unless used, from the time vessel is ready in every respect to load her entire cargo in dock as ordered, whether in berth or not. Written notice of readiness to be given by the Captain or Agents to Charterers or their Agents between the business hours of 9 a.m. and 5 p.m. or 1 p.m. on Saturdays. Unless used, time not to commence to count between the hours of 5 p.m. and 9 a.m., nor after 1 p.m. on Saturday ; unless used, time from *5 p.m. Saturday or the day previous to any holiday to 7 a.m. Monday or the day after such holiday not to count.

*For Swansea chartering alter 5 p.m. to 1 p.m.

Loading demurrage.

4. If the vessel be not loaded in the time allowed, she is to lie, not exceeding 10 days, on demurrage at the rate of per running hour, and, if longer detained, the rate thereafter to be increased 50 per cent. Any time lost through strikes, lock-outs, or stoppages of pitmen or workmen, civil commotions, frosts, fogs, floods, storms or accidents, which prevent or delay the working, railway transit or loading of the said cargo, not to count unless the vessel is already on demurrage. Demurrage not to accrue during any time the vessel is withdrawn from Charterers' disposal for loading.

For French ports and London.

When this Clause is used the blanks in Clauses 3, 4, and 16 should not be filled in.

5. The Vessel shall be loaded and discharged in running hours. The time used in loading, or left for discharging, to be endorsed on the Bills of Lading, all other terms, conditions and exceptions of Clauses 3, 4 and 16 to apply respectively, despatch at per hour (Sundays and holidays excepted), and demurrage at per running hour, not exceeding 10 days, and, if longer detained, the rate thereafter to be increased 50 per cent.

Bunkering.

6. Time occupied in shifting and in shipping bunkers not to count as part of the time allowed for loading.

Strike, etc., at loading port. Steamer not commenced to load.

7. If a strike, lock-out or stoppage of pitmen or workmen, not including workmen employed by Owners, prevents the shipping of the cargo, then, provided no cargo has been shipped, the Charterers or Owners may, after 48 hours or at any later time during the continuance of the prevention, give notice that the Charter will stand cancelled 24 hours from the receipt of such notice should the prevention so long continue. If the Owners should give this notice, the Charterers within the said period of 24 hours may declare that they will keep the vessel and count time from the expiry of such notice notwithstanding the said prevention, in which case the cancelment will not operate. If the Charterers declare as aforesaid, then, 48 hours after such declaration or at any later time during the continuance of the prevention, they shall have a further option to finally cancel this Charter on giving 24 hours' notice to the Shipowners, but in such case they shall pay demurrage for the period from the time of making the original declaration up to the expiry of the 24 hours or such earlier time as Owners remove vessel. The right to cancel under this clause shall apply whether the vessel is already on demurrage or not. In all cancelments, all demurrage shall be paid or deposit made of the sum in dispute before expiry of notice of cancelment, otherwise vessel to be on demurrage till payment and/or deposit of demurrage up to date.

Strike, etc., at loading port. Steamer partially loaded.

Should any cargo have been shipped, Owners may, after 48 hours or at any later time during the continuance of the prevention, give 24 hours' notice to the Charterers that the vessel will proceed with the part cargo on board and deliver same at destination on Charter conditions (freight *pro rata* if a lump sum Charter), or that they will purchase the same at the f.o.b. market price of the day on which the notice is given, unless (in either case) Charterers declare that they will count time from the receipt of such notice notwithstanding the said prevention. If the vessel is on demurrage and part cargo on board when the prevention commences and Owners do not declare their intention to proceed with or purchase the part cargo as above, then the Charterers are to be relieved to the extent of half the demurrage from the commencement of the prevention until work resumed. Reserving further in each of the foregoing cases the Charterers' right to order the vessel to proceed on paying dead freight and demurrage (if any) on signing Bills of Lading, and if Owners decide not to proceed with part cargo it is further agreed that in the event of vessel not having more than 50 per cent. of her cargo on board, the Charterers have the option of discharging such part cargo, they paying all expenses and demurrage from such declaration until the discharge is completed, in addition to any demurrage previously incurred, also all trimming and shipping charges on cargo. Notices and declarations to be by telegram or writing and to count from receipt in business hours. From 1 p.m. Saturdays to 9 a.m. Mondays and legal holidays not to be included in the 24 hours' notice.

Strike at discharging port when steamer ready to load.

8. If a strike, lock-out or other event occurs at the port of discharge which would prevent the delivery of the cargo, the Owners have the right to suspend the voyage should such strike, etc., still exist when vessel is ready at or off the loading port outside the radius of port dues and of making an intermediate coasting voyage or voyages until the preventive cause has ended. Should Owners elect to suspend the voyage they shall give to the Charterers not less than five days' written notice of the date on which they expect the vessel to be available at the loading port to perform the voyage under this Charter. The Charterers shall within 36 hours of receipt of this notice declare whether they desire to cancel the Charter or whether the vessel is to be brought to the loading port and fulfil Charter. Saturday 1 p.m. to Monday 9 a.m. shall be excluded from the said period of 36 hours.

Arbitration.

9. Any dispute arising under the provisions of this Charter applying to the loading port (including Clause 8) shall be referred to a Committee, consisting of one Shipowner, to be nominated by the Cardiff Shipowners' Association, and one Colliery Owner, to be nominated by the Monmouthshire and South Wales Coal Owners' Association, and should they be unable to agree the decision of an Umpire selected by them shall be final.

Loading and cancelling dates.

10. Time for loading, unless used, not to count before 9 a.m. on the and Charterers to have the option of cancelling this Charter if any wilful misrepresentation be made respecting the vessel or her position, or if she is not ready from any cause on or before at 9 a.m. A telegram to be sent to the Owners or their Agents on vessel leaving her last port, or indicating her expected time of leaving, and to be shewn or communicated to Charterers or their Agents on receipt, or in default 24 hours more to be allowed for loading, but no despatch money to be charged on those 24 hours. If bound to a Bristol Channel port to discharge, 24 hours' notice in writing to be given of when vessel is expected to be clear of inward cargo.

Bill of Lading.

11. The Bills of Lading shall be in the form endorsed on the Chamber of Shipping Coasting Coal Charter-party, 1913, and the weight shown thereon shall be the colliery, railway, dock or works weight. Such Bills of Lading to be signed by the Master, Agents or Owners of the vessel at the office of Charterers or their Agents within 24 hours after the vessel is loaded. The Master may be required to sign separate Bills of Lading for coals in different holds, or for parcels properly separated by Charterers, Owners not being answerable for separate delivery, nor for cost of coal short delivered (if any), provided all cargo taken on board is delivered, and if required an affidavit to be given by the Master or one of the officers, the Owners being only liable to deliver, subject as herein provided, such cargo as they receive on board.

Rechartering. This Clause may be erased by agreement.

12. Charterers to have permission to recharter or sublet at any rate of freight without prejudice to this Charter. If such freight be lower, the difference to be paid in cash on signing Bills of Lading; if higher, the difference to be refunded to Charterers by Owners on payment of the freight.

Charterers' charges.

13. Charterers' charges, etc., to be paid on signing Bills of Lading, otherwise they may be deducted at port of destination, subject to $2\frac{1}{2}$ per cent. to cover interest and insurance.

Destination.

Delivery.

* "Always afloat" may be deleted by agreement.

14. On being loaded, vessel shall forthwith proceed to and deliver her cargo alongside any vessel or vessels, floating depot or lighters, wharf, or any usual discharging place, as ordered, where she can safely lie, *always afloat, on being paid freight at and after the rate of British sterling per ton of 20 cwts. taken on board, but if Consignee intends paying freight on delivered weight he is bound to declare in writing his intention of weighing out the cargo before breaking bulk. At Continental ports the ton delivered to be reckoned at 1,015 kilos.

Freight.

15. Freight to be paid one-third if required on signing Bills of Lading, less $2\frac{1}{2}$ per cent. for interest and insurance, and the remainder on unloading and right delivery of cargo in cash at port of discharge and at current rate of exchange if at Continental ports, but the Receivers to pay freight on account during delivery as required by the Captain or Owners.

Discharging.

16. The Cargo shall be discharged in running hours, at the rate of tons per running hours, provided vessel can deliver at this rate (Sundays and holidays excepted), commencing when vessel has arrived and the Captain or his Agents have given written notice of arrival to Receivers or their Agents, and reported at Customs or permit obtained to commence discharge, and is ready to deliver, whether in berth or not, notwithstanding any custom or laws of the port to the contrary, but not to commence between 6 p.m. and 6 a.m.

Congestion at discharging port.

But if prevented from entering port, harbour or docks, or from arriving at or off discharging place, by reason of congestion of shipping or shore traffic (not due to existing strikes, lock-outs, civil commotions, frosts, floods, storms or accidents), the vessel to be regarded as if ready in berth and time to count from first high water on or after arrival at or off the port, or so near thereunto as she may be permitted to approach, but the actual time occupied, from receiving orders until arrival at the actual place of discharge, not to count for lay time, but if such high water be between 6 p.m. and 6 a.m. time to commence at 6 a.m.

Discharging during excepted periods.

Should any cargo be discharged during any of the excepted periods the time actually used is to count and the Receivers are to pay extra expense (if any) incurred, unless otherwise mutually arranged.

Discharging demurrage.

If the vessel be not discharged in the time allowed, she is to lie, not exceeding 10 running days, on demurrage at the rate of per running hour, and if longer detained the rate thereafter to be increased 50 per cent. Any time lost through existing strikes, lock-outs, civil commotions, frosts, floods, storms or accidents beyond the control of the Receivers, preventing or delaying the discharging, not to count unless the vessel is already on demurrage.

Weighing.

17. If the Receivers should elect to weigh the cargo at the port of destination, the weighing shall be done by an official weigher, the Consignee paying all expenses, but the Owners or Agents may provide a check clerk at the vessel's expense.

Stevedoring. For French ports insert "one franc" in blank space.

18. Receivers to discharge the cargo, vessel paying per ton of 20 cwts., or of 1,015 kilos, Receivers providing winchmen, cranemen, all necessary labour and gear, vessel providing only winches and sufficient steam if required.

19. Vessel to be free of address commission.

Exceptions.

20. The Act of God, the King's enemies, restraints of princes and rulers or peoples, including interferences of Government Authorities or their officials, and perils of the seas shall be mutually excepted.

The Owners in all matters arising under this Contract shall also be entitled to the like privileges and rights and immunities as are contained in Sections 2 and 5 of the Carriage of Goods by Sea Act, 1924, and in Article IV of the Schedule thereto.

The vessel shall have liberty to sail without pilots, to call at any ports in any order for bunkering or other purposes, or to make trial trips after notice or adjust compasses, all as part of the contract voyage.

Average.

21. Average, if any, shall be settled according to York-Antwerp Rules, 1924. Should the vessel put into any port or ports leaky or with damage, the Captain or Owners shall without delay inform the Charterers thereof.

Cessor.

22. Charterers' liability shall cease as soon as the cargo is shipped, advance freight, dead freight and demurrage in loading (if any) paid, or deposit made of the sum in dispute, the Owners having a lien on the cargo for freight, demurrage in discharging and average.

Penalty.

23. Penalty for non-performance of this Agreement, proved damages, not exceeding estimated amount of freight.

Commission.

24. per cent. brokerage is due by the Owners of the vessel to after shipment of cargo (vessel lost or not lost), and the vessel is to be cleared by Owners or their Agents at the loading and discharging ports.

Alterations authorised by the Documentary Committee.

CLAUSE 4.—The following words may be deleted, " not exceeding 10 days " and " and if longer detained the rate thereafter to be increased 50 per cent."

CLAUSE 5.—The following words may be deleted, " not exceeding 10 days, and, if longer detained, the rate thereafter to be increased 50 per cent."

CLAUSE 15.—The words " in British sterling " may be substituted for " at current rate of exchange."

CLAUSE 16.—The following words may be deleted, " not exceeding 10 running days " and " and if longer detained the rate thereafter to be increased 50 per cent." If the steamer is fixed to discharge at a United Kingdom port where it is not customary to work after noon on Saturdays, the words, " Sundays and holidays excepted " may be altered to read " noon on Saturday to 6 a.m. on Monday excepted."

Colliery / Railway / Dock / Works } *weight.—Weight shipped unknown.*

CARGO.

.....*tons in*.....*hold*

.....*tons in*..... ,,

.....*tons in*..... ,,

.....*tons in*..... ,,

Total _____ *Tons*

COALS ON BOARD FOR SHIP'S USE, INDEPENDENT OF CARGO.

.....*tons in*.....

.....*tons in*.....

.....*tons in bunkers.*

tons in bunkers on arrival.

Total _____ *Tons*

Received on account of Freight

.....

Pounds,..... *Shillings*,

and.....*Pence, on which*

Insurance and Interest have been paid.

£.....

SHIPPED at.....*in good order and condition*

by .....

of.....*in and upon the good*

Steamship / Motorship *called the*.....*whereof*

.....*is Master for this present Voyage and bound for*

.....

with liberty to sail without pilots, to call at any ports in any order for bunkering or other purposes, or to make trial trips after notice or adjust compasses, all as part of the contract voyage.

a cargo / parcel of *Coal / Coke / Patent Fuel* *of*.....

..... *tons* *Colliery / Railway / Dock / Works* } *weight, weight shipped unknown,*

which is to be delivered in the like good order and condition at the said Port of

.....

unto.....

or.....*Assigns, he or they paying Freight for the same as per Charter-party*

dated.....19..... *all the terms, conditions and exceptions*

contained in which Charter-party are herewith incorporated.

General Average payable according to York-Antwerp Rules, 1924.

All the terms, provisions and conditions of the Carriage of Goods by Sea Act, 1924, and the Schedule thereto, are to apply to the contract contained in this Bill of Lading, and the Owners and the Charterers are to be entitled to the benefit of all privileges, rights and immunities contained in such Act, and the Schedule thereto, as if the same were herein specifically set out, the unit under Article IV (5) being the ton. If, or to the extent that, any term of this Bill of Lading is repugnant to or inconsistent with anything in such Act or Schedule it shall be void.

IN WITNESS whereof the Master or Agent of the said vessel hath signed..... *Bills of Lading, all of this tenor and date drawn as a set consecutively numbered, any one of which being accomplished the others shall be void.*

.....19.....

Comments on Welcon Charter.

FOR COASTING TRADE, FREE DISCHARGE, FREE DESPATCH. (F.D. & F.Desp.)

This form of Charter is employed when fixing steamers to discharge in ports in the United Kingdom, Channel Islands and Ireland.

LOADING AND DISCHARGING.—" Hours purposes " are generally agreed upon for the combined operations of loading and discharging.

DESPATCH.—Should any time be saved, there is no condition in the Charter-party stipulating for despatch money to be paid, excepting when steamers are fixed for Thames (London) and/or Medway (Rochester), when despatch money is usually insisted upon by Charterers for all time saved. The number of " hours purposes " are considerably less than those required by North French Charterers.

THAMES AND/OR MEDWAY CLAUSE.

Freight will be paid at per ton of 20 cwts., delivered and weighed as customary. Owners pay usual delivery in London or Rochester, half weighing (weighed or not weighed), gear and all customary charges payable by screw colliers.

The steamer is declared to be free of 'tween-decks and in every way suitable for lying aground and for discharge by grabs. The Master shall signal as he passes the Collier Signal Station, and in absence of other instructions call at the Purfleet coal hoists for orders as to the berth steamer is to take.

Discharging.—If discharging cannot be commenced directly the steamer arrives for want of a berth, or of craft, or of trucks, her time shall count from the first high water at London Bridge (or Rochester Bridge if steamer discharges in River Medway) immediately after her arrival has been reported to Merchants or their Agents.

General holidays (and until 9 a.m. on the day following any such holiday), and the hours between noon on each Saturday and 9 a.m. on the following Monday, shall not be computed as part of the said running hours. Should work be done during any of such excepted periods, all time actually employed in discharging of steamer and such time only is to count. Also any time lost through riot, or disputes between masters and men, or by accidents to machinery, or by accidents on railways or at the docks, even when the accidents mentioned in this clause are occasioned by negligence, default or error in judgment of the Merchants or their servants or Agents, or by reason of floods, frost, rain, fog, storm, and/or by any cause whatsoever beyond the control of the Merchants or their Agents, including any time lost through failure on part of steamer to carry out berthing orders of Merchants or their Agents, which may prevent or delay the ordinary discharging of the steamer, shall not be computed as part of the said running hours.

The steamer is to take on board a sufficient quantity of coal for ship's use, independent of the cargo, which shall be supplied by the Merchants or their Agents at per ton for screened, or per ton for thro' coal.

The steamer shall be cleared by Merchants or their Agents at ports of loading and discharge, paying the usual charges.

Dock Regulations.—The Master of the vessel shall, whilst loading and unloading, carry out and observe on board his vessel all the requirements of the Statutory Rules and Orders, 1914, No. 1617, under the Factory and Workshop Act, 1901, and/or any Amendment thereof, in so far as such requirements relate to the processes.

Port of London (Port Rates on Goods) Act, 1910.—The necessary arrangements have been made by the Merchants with the Port of London Authority whereby the Master of the vessel is relieved from the obligation, imposed by Clause 17 of the Schedule, to forward a return of cargo carried to the said Authority, and the Master should be notified accordingly.

Beams.—If Charterers or anyone on their behalf remove beams from hatchways at discharging berth, and/or replace same, Owners to be liable for any damage to steamer, and/or loss of life, and/or personal injury, howsoever caused, arising out of and in the course of such work, and to indemnify Charterers and/or such other party against all claims in respect thereof.

It is agreed that the above Clause overrides anything to the contrary in the attached Charter-party.

The above conditions, insisted upon by certain Charterers, necessitate alteration as follows :—

(1) Freight to be paid on the Bill of Lading quantity.

(2) The paragraph relating to Charterers supplying bunkers to the chartered steamer and the appointment of their own agents at ports of loading and discharge must be deleted. Charterers will usually consent to this.

DISCHARGE.—Steamers are discharged free of cost, except at several Irish ports, as stated in list of ports.

COUNTING OF TIME at London, Liverpool, Garston, Birkenhead, and Southampton.—The following extension to the second paragraph in Clause 16 is generally insisted upon by Charterers :—

" . . . and not to count between noon on Saturday and 6 a.m. on Monday unless used " or steamer already on demurrage."

FREIGHT.—Paid in cash on the Bill of Lading quantity, free of discount.

COMMISSION.—Free.

BROKERAGE.—Free.

Contrary to the condition of this Charter-party a brokerage of either one-third of five per cent. or one-third of 2½ per cent. is charged when fixing tonnage for several United Kingdom destinations. Resistance is ineffective owing to present competition when trading conditions are adverse.

Comments on Welcon Charter.

FULL TERMS (F.T.)

As applied to Steamers trading to North French Ports—Brest/Dunkirk Limits.

LOADING AND DISCHARGING.—A number of hours are agreed upon termed " hours purposes " for the dual operation of loading and discharging, usually on the basis of 8-5½ per cent. for steamers of 1,200-4,000 tons cargo. (Charterers have to allow Receivers of the cargo a full working day of 24 hours for the discharge of each 500 tons cargo and *pro rata*. Occasionally Rouen agrees to 600 and Calais and Dunkirk 1,000 tons delivery.)

DESPATCH.—(1) All working time saved on the agreed number of " hours purposes " has to be paid for at half demurrage rate (usually 16s. 8d.), say, 8s. 4d. per hour, this for moderate-sized tonnage when rates are low as at present.

Should the number of " hours purposes " required by Charterers be excessive, say, through loading turn being long, a lesser number of hours upon which despatch is to be calculated are at times agreed to, *e.g.*, 100 hours purposes, despatch on 80 hours.

(2) Charterers also occasionally agree to load steamer within a given number of hours, free of despatch, if time not all occupied. Receivers, however, invariably have the opportunity of earning despatch money in the event of time being saved in the discharge of the cargo on the basis of 500, 600 or 1,000 tons per day as chartered.

The French Railway Companies frequently charter under such conditions, agreeing, for larger tonnage, to 600 delivery at Rouen and 500 delivery at all other North French ports. Despatch has to be paid on all time saved under such conditions.

DISCHARGE.—One franc per ton.

When Calais/Dunkirk Charterers can fix with 1,000 tons delivery per day, they stipulate for 1s. per ton discharge. This is contrary to the conditions of the Welcon Charter and, apart from any other consideration, should not be agreed to.

FREIGHT.—Receivers have the option of paying freight on the Bill of Lading quantity, or on the delivered quantity as weighed, such payment being in cash at port of discharge at the current rate of exchange. When fixing, however, endeavour to arrange for freight to be paid on the Bill of Lading quantity.

AGENCY.—Free.

ADDRESS COMMISSION.—Free.

BROKERAGE.—One-third of five per cent. to Charterers.

N.B.—At the time of fixing it is advisable to ascertain, if possible, the nature of the cargo to be loaded. Should same be composed of sized coals, cobbles, nuts, beans, or peas, then extra freight should be secured, for steamer is unlikely to load her d.w., recollecting the small quantity of bunkers required for North-French ports where such coal cargoes are usually destined. In November, 1924, a 3,350 d.w. steamer was actually 290 tons short of her d.w., and a 4,400 d.w. well-deck steamer was over 400 tons short of deadweight.

Comments on Welcon Charter.

DESPATCH DISCHARGING ONLY (D.D.O.).

As Applied to Steamers trading to Belgium, Holland and Germany, not East of Elbe.

LOADING.—Hours are arranged upon which no despatch money is charged should time be saved.

COSTS AND RATES OF DISCHARGE.—According to destination. (Even at the same port the cost frequently differs amongst the various Charterers.)

DESPATCH IN DISCHARGE.—All working time saved in the discharge of the cargo has to be paid for at half the demurrage rate, which nowadays for moderate-sized steamers is 8s. 4d. per hour (demurrage rate being 16s. 8d.).

COMMISSION.—Free.

BROKERAGE.—One-third of five per cent. to Charterers.

FREIGHT.—Receivers have the option of paying freight on the Bill of Lading quantity or on the delivered quantity as weighed, such payment to be made in cash at port of discharge at current rate of exchange.

AGENCY.—Frequently Charterers stipulate for steamer to be consigned to their agents as port of discharge, which demand it is impossible at times to refuse.

COUNTING OF TIME : DUTCH PORTS.—Attention is drawn to the following Clause, which is authorised by the Documentary Committee and at times insisted upon by Charterers :—

> In computing time in Dutch ports, from 1 p.m. on Saturdays to 6 a.m. on Mondays and from midnight on the day previous to a holiday until 6 a.m. on the day following such holiday shall be excepted periods in lieu of Sundays and holidays in Clauses 5 and 16; except that for the purpose of computing despatch the time from 1 p.m. to midnight on Saturdays shall not be excepted, but shall count as lay time whether used or not.

GERMAN PORTS.—Some Elbe and Weser Charterers stipulate for the following clause :—

> " If a Sunday is used for discharging, steamer to pay the sum of £5 and time used to " count."

Compulsory.

ADOPTED BY THE DOCUMENTARY COMMITTEE OF THE CHAMBER OF SHIPPING OF THE UNITED KINGDOM.

Code Name for this Charter : "BALTCON."

Issued by the Documentary Council of the Baltic and White Sea Conference, to come into force for all fixtures on and after 1st October, 1921.

—

Agreed, Stockholm, 5th Sept., 1908.

Amended, September, 1909.

—

Agreed with the British Coal Exporters' Federation and the Scandinavian Coal Importers' Associations, May, 1921, and June, 1922.

Amended 31st Dec., 1924.

The Baltic and White Sea Conference Coal Charter, 1921.

FOR STEAMERS AND FULL POWER MOTOR VESSELS.

FROM EAST COAST OF ENGLAND AND SCOTCH PORTS TO ALL PORTS IN THE BALTIC, SCANDINAVIA AND WHITE SEA.

.....192.....

IT IS THIS DAY MUTUALLY AGREED BETWEEN

Owners of the
of tons net register tons or thereabouts deadweight, exclusive
of bunkers, now and expected
ready to load on or about
AND Charterers.

1. That the said vessel being tight, staunch and strong, and in every way fitted for the voyage, shall, with all possible despatch, proceed to and there load in the customary manner a full and complete cargo of Coal, not exceeding tons, nor less than tons, and being so loaded shall therewith proceed with all possible despatch to and deliver the same alongside any wharf, floating depot or lighters, as may be ordered by the Consignees of the cargo, where she can safely lie, always afloat.

2. (*a*) Freight to be paid at the rate of per ton of 20 cwts., intaken weight, provided the vessel arrives without having broken bulk, with option to Consignees (which must be declared in writing before breaking bulk) to pay on delivered weight, in which event cargo to be weighed on board or alongside by official weigher, Consignees paying all expenses, but Owner or Agent having liberty to provide check clerk at vessel's expense.

Paragraph 2 (*b*) is *optional* and is to be deleted by the parties unless mutually agreed.

(*b*) *Cash for ship's ordinary disbursements at port of loading if required by the Captain, not exceeding one-third of the freight, to be advanced by Shippers at one per cent. (to cover interest and commission) plus cost of insurance.*

(*c*) Consignees to pay freight on account during delivery if required by the Captain.

(*d*) The total freight (less advance at port of loading, if any) to be paid on unloading and right delivery of cargo in cash at port of discharge at current rate of exchange on the final day of discharge for approved sight bills on London.

3. The vessel to be free, both at ports of loading and discharge, of any address commission, freight encashment commission or lastage money, notwithstanding any local custom. If contrary to this clause any address commission or lastage money is imposed, the Receivers of the cargo must refund the amount to the vessel.

4. Charterers to pay all dues and duties on the cargo at port of loading, also to bear cost of separation of different parcels, levelling and, in the Tyne district, extra trimming (if any) not arising from the character or construction of vessel. Receivers to pay all dues and duties on the cargo at port of discharge, also extra cost of discharging in consequence of separation of different parcels. Owners to pay trimming in loading (except as above), port dues, pilotage, towage and other charges appertaining to vessel.

To apply to Tyne District.

5*a*. The cargo to be loaded in running hours (noon Saturday to 6 a.m. Monday, pay Saturdays, cavilling days, colliery and dock holidays, and until 6 a.m. on the day following such holidays excepted, unless used). Time to count from 6 a.m. (on a working day) after the receipt of written notice of readiness to receive the entire cargo given to the staithman or Colliery Agent or handed in to his office.

Where actual date is inserted on signing Charter, the words in italics to be deleted.

The loading date to be not before 6 a.m. on the , *but clear days' written notice of definite loading date (at 6 a.m.) to be given by Owners.* If the vessel be not ready within 48 hours after the loading date, 24 hours extra loading time to be allowed, and if she should not be ready until after the 48 hours, then 6 hours over and above the 24 hours to be allowed for each 24 hours of unreadiness, such total extra time not to exceed hours.

To apply to Humber and Scottish ports.

5*b*. The cargo to be loaded in running hours (noon Saturday to 6 a.m. Monday, colliery and dock holidays, and until 6 a.m. on the day following such holidays excepted, unless used). Time to count when written notice of readiness in dock to receive the entire cargo is given to the Shippers or their Agent at port of loading, or handed in to their office between the hours of 9 a.m. and 5 p.m. or 9 a.m. and 1 p.m. on Saturday.

Where actual date is inserted on signing Charter, the words in italics to be deleted.

The loading date to be not before 9 a.m. on the , *but clear days' written notice of definite loading date (at 9 a.m.) to be given by owners.* If the vessel be not ready within 48 hours after the loading date, 24 hours extra loading time to be allowed, and if she should not be ready until after the 48 hours, then 6 hours over and above the 24 hours to be allowed for each 24 hours of unreadiness, such total extra time not to exceed hours.

6. But if prevented from entering port, harbour or docks, or from arriving at or off loading place, by reason of congestion of shipping or shore traffic, not due to strikes or any other causes excepted in Clause 9, vessel to be regarded as if ready in berth at first high water on or after arrival at or off the port, or so near thereto as she may be permitted to approach, and thereupon notice of such readiness to be given and time to count as provided in Clause 5*a* or 5*b*, but during such prevention time only to be reckoned as half time, and actual time occupied in moving from the place of stoppage to place of loading not to count for lay time or demurrage.

7. A sailing telegram to be sent or communicated to the Shippers' or Charterers' Agents at port of loading when the vessel leaves her last port, or if bound to or at a local port to discharge, 24 hours written notice to be given of when vessel is expected to be clear of cargo, or in default 24 hours more to be allowed for loading.

Clauses 8 and 9 to apply to all British loading ports.

8. Any time occupied in the shipment of bunker fuel not to count (unless used for loading the cargo and bunkering operations not interfering), nor time used in shifting for the purpose of bunkering. In the event of the vessel shifting for bunkering, and not returning to her loading berth before noon on Saturday, the loading hours not to be resumed until 6 a.m. on the following Monday, unless the loading is continued. Should any of the cargo be shipped during the above excepted periods, only the time actually occupied in shipping cargo to be reckoned in computing the vessel's time for loading.

9.—(*a*) If the Vessel be detained beyond her loading time, the Charterers to pay demurrage at the rate of per running hour.

(*b*) The parties hereto mutually exempt each other from all liability (except under the Strike Rules) arising from or for time lost through riots, strikes, lock-outs of workmen, or disputes between masters and men, or by reasons of accidents to mines or machinery, obstructions on railways or in harbours (not including congestion of shipping or shore traffic), or by reason of frosts, floods, fogs, storms and any unavoidable accidents and hindrances beyond their control, either preventing or delaying the working, leading or shipping of the said cargo for which the vessel is stemmed, taking place on or after the date of this Charter.

(*c*) In the event of any stoppage or stoppages arising from any of these causes (other than a " strike " as defined in the Strike Rules) continuing for the period of four running days from the time of the vessel being ready to load at the colliery or collieries for which she is stemmed, this Charter shall become null and void, provided that no cargo shall have been shipped on board the vessel. Should part cargo have been shipped, Owners may give not less than 24 hours' notice (expiring at any time not earlier than the expiration of the said four days) that they will purchase the same at the current f.o.b. price on the date of giving such notice ; but if the amount shipped exceeds fifty per cent. of the vessel's deadweight capacity, exclusive

of bunkers as inserted above, the Charterers may require the vessel to perform the voyage, paying full freight on cargo shipped and half freight on the balance up to the said deadweight capacity.

(*d*) The vessel to be moved to and from the spout as required during the course of her loading at the Shipowners' risk and expense.

(*e*) In case the vessel is not ready to complete her loading when she has once begun, any time occupied in partial loading only to count, but at least one-half of the total loading hours to be allowed Charterers for completing the loading. This clause not to apply to bunkering operations or shifting for the purpose of loading bunker coals.

10. The vessel to have sufficient bunker fuel on board for her use, Owners being free to purchase the same as they may elect. Bunker coals to be kept properly separated from cargo to Charterers' satisfaction and the quantity to be endorsed on the Bills of Lading.

*These two paragraphs are alternatives, whichever one is agreed when chartering, the other to be deleted.

* No bunker coals to be stowed in the cargo holds without the permission of the Charterers.

* If any bunker coals stowed in the cargo holds, to be properly separated to the satisfaction of Charterers, but at Owners' expense and risk; also extra expenses and time lost in discharging in consequence (if any) to be for Owners' account.

11. The Captain, Owner or Agent is hereby bound to sign Bills of Lading, as per form on the back hereof " weight shipped and quality unknown," at the office of Charterers or their Agents at the loading port within 24 hours after the cargo is on board.

12. Charterers to have permission to recharter or sublet at any rate of freight without prejudice to this Charter, and Bills of Lading to be signed at any rate of freight without prejudice to this Charter. If such freight be lower, the difference to be paid in cash before signing Bills of Lading; if higher, to be endorsed on Bills of Lading, or in the option of the Charterers, to be refunded to them by the Owners after payment of the freight.

13. The Act of God, the King's enemies, restraints of princes and rulers or peoples, including interferences of Government Authorities or their officials, and perils of the seas shall be mutually excepted.

When Clause 15 is used, Clause 16 to to be deleted.

The Owners in all matters arising under this contract shall also be entitled to the like privileges and rights and immunities as are contained in Sections 2 and 5 of the Carriage of Goods by Sea Act 1924, and in Article IV of the Schedule thereto.

At Cronstadt and Leningrad to discharge as fast as steamer can deliver after arrival within moles.

The Vessel shall have liberty to sail without pilots and to call at any ports in any order.

At other Russian ports time to count from 6 a.m. next working day after cargo has been cleared at Custom House.

14. In case of average, the same to be settled according to York-Antwerp Rules, 1924. Should the vessel put into any port leaky or with damage the Owners shall without delay inform the Charterers thereof.

At Riga time to count as last mentioned, provided steamer in berth and ready to discharge, but berth to be provided as soon as possible and not later than 36 hours after steamer reported at Custom House and written notice of readiness given.

15. The cargo to be taken from alongside by Consignees at port of discharge, free of expense and risk to the vessel, at the average rate of tons per day of 24 running hours (1 p.m. Saturday to 7 a.m. Monday, legal and harbour labourers' holidays excepted, unless used), provided vessel can deliver at this rate. Time for discharging to count from 2 p.m. when the vessel is reported at the Custom House and ready (whether in berth or not) to deliver and written notice given to the Receivers between 9 a.m. and noon; from 7 a.m. next day if notice is given after noon and before 5 p.m., notwithstanding any custom or law of the port of discharge, but time occupied in moving from outer harbour to berth not to count. If the vessel is not despatched within the stipulated time, Consignees to pay demurrage at the rate of per running hour, payable day by day. In case of strikes, lock-outs, civil commotions, accidents or any other causes beyond the control of the Consignees which prevent or delay the discharging, such time is not to count unless the vessel is already on demurrage.

Clause 16 may be used for Swinemünde, Stettin and Fairwater, in which case Clause 15 to be deleted.

Where there are hours for loading free of despatch money and hours for discharging with despatch money, Clauses 5, 8, 9 and 16 may be combined.

16. The cargo to be loaded and discharged in running hours. The loading to be on conditions of loading clauses in this Charter-party, but no despatch money to be charged on accumulative hours. At port of discharge 1 p.m. Saturdays to 6 a.m. Mondays and legal holidays excepted, unless used. The cargo to be taken from alongside by Consignees at port of discharge free of expense and risk to the vessel. Time for discharging to commence when the vessel is reported at the Custom House and ready (whether in berth or waiting for a berth) to deliver, notwithstanding any custom or law of the port of discharge. If the vessel is despatched sooner than the time allowed aforesaid, the Owners to pay Merchants per hour for every hour saved, and if the vessel is not despatched within the stipulated time, Consignees to pay demurrage at the rate of per running hour. In case of strikes, lock-outs, civil commotions, accidents or any other causes beyond the control of the Consignees, which prevent or delay the discharging, such time is not to count unless the vessel is already on demurrage.

Charterers have the option, when a certain number of hours are fixed for loading and discharging, to insert in the Bill of Lading any number of hours they may elect for discharging, but not exceeding two-thirds of the initial hours, they paying demurrage or charging despatch money at port of loading, for the difference between the hours thus remaining for loading and the hours actually occupied in loading.

* Insert here: "Current price" (according to Tariff (if any) approved by the Baltic and White Sea Conference) or a fixed price.

17. Consignees to effect the discharge of the cargo, vessel paying * per ton of 20 cwts., for all work in connection with unloading and providing winches, motive power and running gear customary at port of discharge. Vessel also to provide ship's winchmen if requested and permitted; otherwise Consignees to provide and pay for winchmen, who shall nevertheless be regarded as servants of the Owners.

For all Russian ports, Clause 17 to be considered as deleted.

18. The Charterers' liability shall cease as soon as the cargo is shipped, and the advance of freight, dead freight, and demurrage in loading (if any) are paid, or a Banker's guarantee given to pay to the Owners such sum as shall be proved to be legally due by agreement, arbitration or legal process and (unless Owners and Charterers are domiciled in the same country other than Great Britain) that Charterers will, if requested, submit to the jurisdiction of a Court in the country of the loading port; the Owners having a lien on the cargo for freight, demurrage and average.

For all Norwegian, Swedish, Danish and Finnish ports, Charterers to have *option* of deleting Clause 17 on signing Charter.

19. Should the vessel not be ready to load at 6 a.m. (9 a.m. Humber and Scottish ports) on or if any misrepresentation be made respecting the size, position or condition of the vessel, Charterers to have the option of cancelling this Charter, such option to be declared on notice of readiness being given under Clauses 5*a*, 5*b* or 6. If cancelling time has already expired before the vessel arrives at or off the port, this option to be declared upon notice that she has so arrived at or off the port and will be ready to load if required.

20. Should the country of either the contracting parties and/or that of the loading and/or discharging port become engaged in war before the vessel has left the loading port, each party to have the option of cancelling this Charter-party, any cargo already shipped to be taken over by Owners at current market price.

21. The Owner to appoint his own Broker or Agent both at the port of loading and at the port of discharge.

22. A brokerage of of five per cent. is due by the Owners to on shipment of the cargo (vessel lost or not lost).

23. The Baltcon Strike Rules (Coal), 1921 (as printed on back hereof and herein referred to as "The Strike Rules"), are incorporated herewith and are to be deemed to form part of this Charter-party.

Clauses 24*a* and 24*b* are *optional* and either or both of them to be deleted on signing Charter by the parties, unless mutually agreed.

24*a*. *Should any dispute arise under the provisions applying to the loading port in this Charter or in the Strike Rules, the same shall be referred to two Arbitrators, one to be appointed by each party, sitting in the country of the loading port, and in case the said Arbitrators cannot agree, then to an Umpire, sitting in the same country, to be elected by the Arbitrators.*

24*b*. *Any such dispute under the provisions applying to the discharging port shall be settled in like manner, the Arbitrators and Umpire sitting in the country of the discharging port.*

The Baltcon Strike Rules (Coal), 1921.

AGREED WITH COAL EXPORTERS AND IMPORTERS, STOCKHOLM, 5TH SEPTEMBER, 1908.

AMENDMENTS AGREED, LONDON, 6TH MAY, 1921.

RULE 1.—If a *general strike* exists affecting *loading port before* vessel's arrival, Owners may give notice calling on Charterers to cancel Charter. Such cancelment to be declared by Charterers before vessel leaves her last discharging port, or (where voyage to loading port normally exceeds 72 hours) then not less than 72 hours before expected time (as named by Owners) of vessel's arrival at loading port. Should Charterers not cancel on Owners' notice, they shall pay half demurrage for all time lost after arrival off loading port and notice thereof given, through strike up to 6 days, and afterwards full demurrage, credit being given for any time saved in loading, and Charterers having further option during strike to cancel Charter on giving not less than 24 hours' notice and paying all demurrage due, with a minimum of two days at said half rate, unless Owners elect to perform Charter and charge no further strike demurrage.

RULE 2.—If a *strike* exists *at loading port on vessel's arrival* off port (and owners have not given notice under Rule 1) or commences thereafter, the first 48 hours thereby lost after such arrival and notice given or after the commencement of strike, if commencing after arrival, not to count for lay time or demurrage. Thereafter Charterers to pay half demurrage for all further time lost through strike (whether vessel has reached place of readiness or not) up to six days, and afterwards full demurrage, but if more than 48 hours be saved in loading, credit to be given for such excess over 48 hours. Charterers also to have option to cancel Charter on giving not less than 24 hours' notice, expiring at any time during strike not earlier than the termination of the first 48 hours lost, Charterers paying all demurrage due to date, unless Owners elect to perform charter and charge no further strike demurrage.

RULE 3.—Should any cargo have been shipped before cancelment under Rules 1 or 2, Owners to have option to deliver the same at destination on Charter conditions (freight *pro rata* on lump sum Charter), with liberty to complete at loading port or elsewhere for the same destination or any other port or to take same over at the f.o.b. market price of seven days before commencement of strike.

RULE 4.—If a *strike* exists at *discharging port* on or after vessel's arrival off port and is *not settled within* 48 *hours*, Owners have option to take over the cargo at the current market price at port of discharge less freight, but not for delivery at same port.

RULE 5.—*Notices* and declarations to be by telegram or writing and to count from delivery in business hours, viz., between 9 a.m. and 5 p.m. Monday to Friday, both inclusive, and 9 a.m. to noon Saturday, but a telegraphic declaration despatched within 24 hours of receipt of notice to be valid.

Saturdays from noon, Sundays and legal holidays to be excluded from the 48 hours in Rules 2 and 4 and from all periods of " 24 hours " for notices and declarations.

RULE 6.—*Definitions, etc.* For the purposes of these Rules only : " Strike " means any strike, lock-out, dispute with workmen, riot, civil commotion, military restraint or other like cause beyond Charterers' or Receivers' control which prevents or delays the vessel reaching her place of readiness or of loading or discharge or the working, leading, shipping or discharging of the cargo.

" General Strike " means a " strike " as above defined, but affecting the district or port and not confined to the particular colliery or collieries for which the vessel is stemmed or intended to be stemmed, or the loading or shipping therefrom.

A strike confined to the seamen and/or the trimmers and/or stevedores employed or to be employed by the Owners shall not entitle Owners to the benefit of these Rules.

" Last port of discharge " means any port or place from which vessel is intended to proceed to her loading port, whether she discharges there or not.

Where the amount payable for demurrage on cancelment is in dispute it shall be sufficient for the Charterers or Consignees to pay the admitted amount and to deposit the disputed balance of the claim in bank in joint names to abide decision of amount payable.

Under Charter for voyages cancelment applies per voyage.

Cumulative hours not to accrue in respect of any time lost through strike.

Colliery / Railway / Dock / Works } *weight.—Weight shipped unknown.*

CARGO.

.....*tons in*.....*hold*

.....*tons in*..... ,,

.....*tons in*..... ,,

.....*tons in*..... ,,

Total ____ *Tons*

COALS ON BOARD FOR VESSEL'S USE, INDEPENDENT OF CARGO.

.....*tons in*.....

.....*tons in*.....

.....*tons in bunkers.*

tons in bunkers on arrival

Total ____ *Tons*

Received on account of Freight

.....

Pounds,..... *Shillings,*

and.....*Pence, on which*

Insurance and Interest have been paid.

£.....

SHIPPED at.....*in good order and condition*

by .....

of.....*in and upon the good*

Vessel called the.....*whereof*

.....*is Master for this present Voyage and bound for*

.....

with liberty to sail without pilots and to call at any ports in any order.

a cargo / parcel of Coal / Coke / Patent Fuel of.....

..... *tons Colliery / Railway / Dock / Works* } *weight, weight shipped unknown,*

which is to be delivered in the like good order and condition at the said Port of

.....

unto.....

or.....*Assigns, he or they paying Freight for the same as per Charter-party*

dated.....19..... *all the terms, conditions and exceptions*

contained in which Charter-party, including the Strike Rules, are herewith incorporated.

General Average payable according to York-Antwerp Rules, 1924.

All the terms, provisions and conditions of the Carriage of Goods by Sea Act, 1924, and the Schedule thereto, are to apply to the contract contained in this Bill of Lading, and the Owners and the Charterers are to be entitled to the benefit of all privileges, rights and immunities contained in such Act, and the Schedule thereto, as if the same were herein specifically set out, the unit under Article IV (5) being the ton. If, or to the extent that, any term of this Bill of Lading is repugnant to or inconsistent with anything in such Act or Schedule it shall be void.

IN WITNESS whereof the Master or Agent of the said vessel hath signed..... *Bills of Lading, all of this tenor and date drawn as a set and consecutively numbered, any one of which being accomplished the others to be void.*

.....19.....

QUALITY UNKNOWN.

Comments on Baltcon Charter.

(AMENDED DECEMBER 31st, 1924.)

The Chamber of Shipping Welsh Coal Charter, 1896, is, generally speaking, the usual form employed when chartering from South Wales ports to the Baltic, Scandinavian and White Sea ports, but occasionally fixtures are effected on the Baltcon form of Charter, when it is necessary to substitute Clauses 5*a* and 5*b* (loading terms) by Clause 3 of the Chamber of Shipping Charter, 1896.

NORWEGIAN DESTINATIONS.—Fixtures from East Coast ports are effected on the Baltcon form of Charter. In many instances the cargo is discharged free of cost to steamer, and before long this method is expected to become general throughout Norway.

FREIGHT.—To be paid in cash on intaken or delivered weight at port of discharge in consignee's option at current rate of exchange for approved sight bills on London.

ADDRESS COMMISSION.—Free.

BROKERAGE.—One-third of five per cent. to Charterers.

AGENCY.—Frequently Charterers stipulate for steamer to be consigned to their Agents at port of discharge, which demand it is impossible at times to refuse.

ICE CLAUSE.—Optional (Agreed 6th May, 1921, by the Baltic and White Sea Conference).

In case of ice (except in Spring) preventing the vessel from entering port of discharge, the vessel to have liberty to proceed to a *near accessible port* (*in the same country, if possible*), *as ordered by the Receiver*, and there deliver the cargo in terms of this Charter-party, but at the customary rate of discharge and conditions of the substituted port.

(The words in italics may be altered or struck out and a definite port substituted.)

Dated
25th April, 1896.
Agreed
1st May, 1896.
Adapted
16th Feb., 1897.
Amended
23rd Feb., 1912.
Amended
31st Dec., 1924.

A.

Adopted by the Documentary Council of the Baltic and White Sea Conference.

Chamber of Shipping Welsh Coal Charter, 1896.

TO THE DANUBE, ROSARIO, RIVERS PARANA OR URUGUAY.

.....19.....

IT IS THIS DAY MUTUALLY AGREED BETWEEN

Owners of the good Steamship/Motorship called the classed of
tons net register tons deadweight, exclusive of bunkers, or thereabouts,
Master, now
, and expected ready to load about

AND as Agents for the Charterers.

1. THAT the said vessel being tight, staunch and strong, and in every way fitted for the voyage, shall with all possible dispatch sail and proceed to and there load, always afloat, in the customary manner, from the Charterers, in such dock as may be ordered by them on or before arrival in Roads a full and complete Cargo of Coal not exceeding tons, nor less than tons, and not exceeding what she can reasonably stow and carry, over and above her tackle, apparel, provisions and furniture; and being so loaded, shall therewith proceed, with all possible dispatch, to

or as near thereunto as she can safely get, and there deliver her cargo alongside any wharf, and/or vessel, and/or craft, as ordered, where she can safely deliver, always afloat, but if required to shift, the expense of so doing to be paid by Consignees, and the time to count, on being paid freight at the rate of
per ton of 20 cwts. or 1,015 kilos delivered, or on Bill of Lading quantity less two per cent., at Receiver's option, to be declared in writing before bulk is broken. If the Receiver should elect to weigh the cargo at the port of destination the weighing shall be done (by an official weigher) at his expense. The Owners may provide a check-weigher at vessel's expense. Should any deficiency be alleged on the authority of such weighing, it shall affect the freight only, from which no deduction shall be made for alleged shortage of cargo, any custom of the port of discharge notwithstanding, the Owners being only liable to deliver, subject as herein provided, such cargo as they receive on board, but the Owners shall furnish, if required, a statutory declaration by the Master, and other officers that all the cargo received on board has been delivered. The freight is in full of trimming, and of all port charges, pilotages, and consulages on the vessel. All wharfage dues on the cargo to be paid by the Charterers.

2. A sailing telegram to be sent to the Charterers on vessel leaving her last port, or in default twenty-four hours more to be allowed for loading.

3. The cargo to be loaded in running hours (excluding bunkering time, Sundays, Custom House, colliery and local holidays, Easter Monday and Tuesday, Whit-Monday and Tuesday, and three days following Christmas Day, and from 5 p.m. on Saturday or the day previous to any such holiday to 7 a.m. on Monday or the day after any such holiday (unless used), commencing when written notice is given of vessel being completely discharged of inward cargo and ballast in all her holds and ready to load, such notice to be given between the business hours of 9 a.m. and 5 p.m. or 1 p.m. on Saturdays.

If detained longer, Charterers shall pay demurrage at the following rates :—For vessels of under 1,600 tons net register, 16/8 for every running hour. For vessels of 1,600 tons net register and over, 16/8 for every running hour for the first 72 hours and thereafter (if detained longer) at the rate of one-eighth of a penny per net register ton for every running hour.

Any time lost through riots, strikes, lock-outs or any dispute between masters and men occasioning a stoppage of pitmen, trimmers, or other hands connected with the working or delivery of the coal for which the vessel is stemmed, or by reason of accidents to mines or

machinery, obstructions on the railway or in the docks, or by reason of floods, frosts, fogs, storms, or any cause beyond the control of the Charterers, not to be computed as part of the loading time (unless any cargo be actually loaded during such time). In case of partial holiday or partial stoppage of colliery or collieries, from any or either of the aforenamed causes, the lay hours to be extended proportionately to the diminution of output arising from such partial holiday or stoppage, but no deduction of time shall be allowed for stoppages unless due notice be given at the time to the Master or Owners.

In the event of any stoppage or stoppages arising from any of the above causes continuing for the period of six running days from the time of the vessel being ready to load, this Charter shall, provided, however, that no cargo shall have been shipped on board the vessel previous to such stoppage or stoppages, become null and void.

In the event of such stoppage or stoppages commencing after the vessel is ready to load and continuing for six running days, then this Charter shall, at the expiration of such period, provided that no cargo shall have been shipped on board the vessel previous to such stoppage or stoppages, become null and void.

If at the commencement of such stoppage or stoppages the vessel is on demurrage, then, provided that no cargo has been shipped and the stoppage extends to not less than 75 per cent. of the collieries in South Wales and Monmouthshire working steam coal (including the colliery working the coal for which the vessel is stemmed), the Charterers may at any time during such stoppage after the expiration of three days from the commencement thereof give three days' written notice that they are prepared to cancel this Charter and from and after the expiration of such notice no further demurrage shall be payable in respect of the time lost through such stoppage, but the Charterers shall pay demurrage up to the expiration of such notice. On receipt of such notice the vessel may either thereupon sail or the Owners may within 24 hours of its receipt give the Charterers written notice of their intention that the vessel shall remain until the termination of the stoppage, and in such event the Charterers shall, upon the termination of the stoppage, load the vessel under this Charter, her lay hours commencing at 7 a.m. of the day on which such collieries generally restart work. In the event of the Owners not giving such notice as above mentioned, then upon payment of the demurrage due to the vessel this Charter shall become null and void.

Any question arising under this clause shall be referred to a Committee, consisting of one Shipowner, to be nominated by the Cardiff Shipowners' Association, and one Colliery Owner, to be nominated by the Monmouthshire and South Wales Coal Owners' Association, and should they be unable to agree, the decision of an Umpire selected by them shall be final.

4. Bunker coals to be kept properly separated from cargo to Charterer's satisfaction at the vessel's expense and the quantity to be endorsed on the Bills of Lading. If any cargo is carried in a hold communicating directly with the stokeholds the doors to be securely fastened on the cargo side.

5. The Bills of Lading shall be prepared in accordance with the colliery, railway, dock or works weight in the form endorsed on this Charter, and shall be signed by the Master, Agent or Owners, weight shipped unknown, freight and all terms, conditions and exceptions as per this Charter, such Bills of Lading to be signed at the Charterers' or Shippers' Office, within twenty-four hours after the vessel is loaded.

6. The Act of God, the King's enemies, restraints of princes and rulers or peoples, including interferences of Government Authorities or their officials, and perils of the seas shall be mutually excepted.

The Owners in all matters arising under this contract shall also be entitled to the like privileges and rights and immunities as are contained in Sections 2 and 5 of the Carriage of Goods by Sea Act, 1924, and in Article IV of the Schedule thereto.

The Vessel shall have liberty to sail without pilots, to call at any ports in any order for bunkering or other purposes, or to make trial trips after notice or adjust compasses, all as part of the contract voyage.

Charterers shall not be answerable for any negligence, default or error in judgment of stevedores employed in discharging the cargo.

7. The cargo to be taken from alongside by Consignees at port of discharge, free of expense and risk to the vessel, at the average rate of tons per day, weather permitting, Sundays and holidays excepted, provided vessel can deliver it at this rate; if longer detained Consignees to pay vessel demurrage at the rate of fourpence per net register ton per running day (or *pro rata* for part thereof). Time to commence when vessel is ready to unload and written notice given, whether in berth or not. In case of strikes, lock-outs, civil commotions or any other causes or accidents beyond the control of the Consignees which prevent or delay the discharging, such time is not to count unless the vessel is already on demurrage. Consignees to effect the discharge of the cargo, vessel paying per ton of 20 cwts. or 1,015 kilos, and providing only steam, steam-winches, winchmen, gins and falls.

8. The FREIGHT to be paid if required by the Owners, on signing Bills of Lading (ship lost or not lost), in cash, less per cent. for insurance and interest (the Owners or their Agent giving Charterers or Shippers written notice before the vessel commences loading if any advance freight is required), and the remainder on right delivery of the cargo in sufficient cash for vessel's ordinary disbursements at current exchange, and the balance (unless otherwise arranged between the Owners and Charterers) by a good and approved bill on London at three months' date, or in cash equal thereto, at Captain's option. The Receivers of the cargo to be bound to pay freight on account during delivery, if required by the Captain. The Charterers' account at port of loading to be paid when rendered, otherwise the Charterers may deduct it on settlement of freight at port of destination (together with a charge of three per cent. to cover all charges, including insurance and interest).

9. The vessel to be free of address at port of discharge, but to pay the usual commission of two per cent. on the amount of freight on signing Bills of Lading.

10. Average, if any, shall be settled according to the York-Antwerp Rules, 1924. Should the vessel put into any port or ports leaky or with damage, the Captain or Owners shall without delay inform the Charterers thereof.

11. Loading hours not to commence before 9 a.m. on and if ship be not ready in loading dock as ordered before 9 a.m. on or if any wilful misrepresentation be made respecting the size, position or state of the vessel, Charterers to have the option of cancelling this Charter, such option to be declared on notice of readiness being given.

12. The Charterers' liability shall cease as soon as the cargo is shipped, and the advance of freight, dead freight, and demurrage in loading (if any) are paid, the Owners having a lien on the cargo for freight, demurrage and average.

13. Penalty for non-performance of this Agreement, proved damages, not exceeding the estimated amount of freight.

14. The brokerage of five per cent. is due to on the cargo being loaded.

15. Any lighterage which may be necessary to enable the vessel to reach her port of discharge to be at the vessel's expense, but at the risk of the Charterers or Consignees, and any time lost thereby is not to count as lay days.

Alterations authorised by the Documentary Committee.

CLAUSE 3.—Rates of demurrage may be disregarded and adequate rates stipulated for at time of chartering. A reduction may be made in the number of days during which the steamer is required to lie in the event of a stoppage.

CLAUSE 7.—Rate of demurrage may be disregarded and an adequate rate stipulated for at time of chartering. In trades where it has been customary for cost of stevedoring to be paid " on Bill of Lading quantity " where delivered weight is not ascertained, the words in inverted commas may be inserted accordingly.

A clause may be added giving Charterers the option of loading a small quantity of coke and/or stores and/or other lawful merchandise, they paying all extra expenses over coals in loading and discharging.

Colliery / Railway / Dock / Works } *weight.—Weight shipped unknown.*

CARGO.

.....*tons in*.....*hold*

.....*tons in*..... ,,

.....*tons in*..... ,,

.....*tons in*..... ,,

Total ——— *Tons*

COALS ON BOARD FOR SHIP'S USE, INDEPENDENT OF CARGO.

.....*tons in*.....

.....*tons in*.....

.....*tons in bunkers.*

tons in bunkers on arrival.

Total ——— *Tons*

Received on account of Freight

.....

Pounds,..... *Shillings,*

and.....*Pence, on which*

Insurance and Interest have been paid.

£.....

SHIPPED at.....*in good order and condition*

by .....

of.....*in and upon the good*

Steamship / Motorship *called the*.....*whereof*

.....*is Master for this present Voyage and bound for*

.....

with liberty to sail without pilots, to call at any ports in any order for bunkering or other purposes, or to make trial trips after notice or adjust compasses, all as part of the contract voyage.

a cargo / parcel of Coal / Coke / Patent Fuel of.....

..... *tons Colliery / Railway / Dock / Works* } *weight, weight shipped unknown,*

which is to be delivered in the like good order and condition at the said Port of

.....

unto.....

or.....*Assigns, he or they paying Freight for the same as per Charter-party*

dated.....19..... *all the terms, conditions and exceptions*

contained in which Charter-party are herewith incorporated.

General Average payable according to York-Antwerp Rules, 1924.

All the terms, provisions and conditions of the Carriage of Goods by Sea Act, 1924, and the Schedule thereto, are to apply to the contract contained in this Bill of Lading, and the Owners and the Charterers are to be entitled to the benefit of all privileges, rights and immunities contained in such Act, and the Schedule thereto, as if the same were herein specifically set out, the unit under Article IV (5) being the ton. If, or to the extent that, any term of this Bill of Lading is repugnant to or inconsistent with anything in such Act or Schedule it shall be void.

IN WITNESS whereof the Master or Agent of the said vessel hath signed.....
Bills of Lading, all of this tenor and date drawn as a set consecutively numbered, any one of which being accomplished the others shall be void.

.....19.....

Comments on
Chamber of Shipping Welsh Coal Charter, 1896.

(AMENDED 31ST DECEMBER, 1924.)

TO THE DANUBE, ROSARIO, RIVERS PARANA OR URUGUAY.

This Charter only differs from the Chamber of Shipping Welsh Coal Charter, 1896, by the inclusion of the following clause :—

" 15. Any lighterage which may be necessary to enable the vessel to reach her port of " discharge to be at the vessel's expense, but at the risk of the Charterers or Consignees, " and any time lost thereby is not to count as lay days."

NOTE.—BALANCE OF FREIGHT : PAYMENT.—The various methods detailed under the conditions of the Monte Video, etc., form of Charter also apply to Rosario, Rivers Parana and Uruguay destinations.

The conditions embodied in the agency and despatch letter which is customarily signed when fixing for Lower Plate ports, are applicable to Rosario, Rivers Parana and Uruguay destinations.

Dated
25th April, 1896.
Agreed
1st May, 1896.
Adapted
16th Feb., 1897.
Amended
23rd Feb., 1912.
Amended
31st Dec., 1924.

A.

Adopted by the Documentary Council of the Baltic and White Sea Conference.

Chamber of Shipping Welsh Coal Charter, 1896.

FOR MONTE VIDEO, BUENOS AYRES, ETC.

.....19.....

IT IS THIS DAY MUTUALLY AGREED BETWEEN

Owners of the good $\frac{\text{Steamship}}{\text{Motorship}}$ called the classed
of tons net register tons deadweight, exclusive of bunkers, or
thereabouts, Master,
now , and expected ready to load about

AND as Agents for the Charterers.

1. THAT the said vessel being tight, staunch, and strong, and in every way fitted for the voyage, shall, with all possible despatch, sail and proceed to and there load, always afloat, in the customary manner, from the Charterers, in such dock as may be ordered by them on or before arrival in Roads a full and complete Cargo of Coal, not exceeding tons, nor less than tons, and not exceeding what she can reasonably stow and carry, over and above her tackle, apparel, provisions and furniture; and being so loaded, shall therewith proceed, with all possible dispatch, to for orders (to be given within 24 hours after notice of arrival or lay hours to count), to discharge at

or so near thereunto as she can safely get, and there deliver her cargo alongside any wharf, and/or vessel, and/or craft, as ordered, where she can safely deliver, but if required to shift, the expense of so doing to be paid by Consignees, and the time to count, on being paid freight at the rate of
per ton of 20 cwts. or 1,015 kilos delivered, or on Bill of Lading quantity less two per cent., at Receiver's option, to be declared in writing before bulk is broken. If the Receiver should elect to weigh the cargo at the port of destination the weighing shall be done (by an official weigher) at his expense. The Owners may provide a check-weigher at vessel's expense. Should any deficiency be alleged on the authority of such weighing, it shall affect the freight only, from which no deduction shall be made for alleged shortage of cargo, any custom of the port of discharge notwithstanding, the Owners being only liable to deliver, subject as herein provided, such cargo as they receive on board, but the Owners shall furnish, if required, a statutory declaration by the Master and other officers that all the cargo received on board has been delivered. The freight is in full of trimming and of all port charges, pilotages, and consulages on the vessel. All wharfage dues on the cargo to be paid by the Charterers.

2. A sailing telegram to be sent to the Charterers on vessel leaving her last port, or in default 24 hours more to be allowed for loading.

3. The cargo to be loaded in running hours (excluding bunkering time, Sundays, Custom House, colliery and local holidays, Easter Monday and Tuesday, Whit-Monday and Tuesday, and three days following Christmas Day, and from 5 p.m. on Saturday or the day previous to any such holiday to 7 a.m. on Monday or the day after any such holiday, unless used), commencing when written notice is given of vessel being completely discharged of inward cargo and ballast in all her holds and ready to load, such notice to be given between the business hours of 9 a.m. and 5 p.m. or 1 p.m. on Saturdays.

If detained longer Charterers shall pay demurrage at the following rates :—For vessels of under 1,600 tons net register, 16/8 for every running hour. For vessels of 1,600 tons net register and over, 16/8 for every running hour for the first 72 hours and thereafter (if detained longer) at the rate of one-eighth of a penny per net register ton for every running hour.

Any time lost through riots, strikes, lock-outs, or any dispute between masters and men occasioning a stoppage of pitmen, trimmers or other hands connected with the working or delivery of the coal for which the vessel is stemmed, or by reason of accidents to mines or

machinery, obstructions on the railway or in the docks, or by reason of floods, frosts, fogs, storms, or any cause beyond the control of the Charterers, not to be computed as part of the loading time (unless any cargo be actually loaded during such time). In case of partial holiday or partial stoppage of colliery or collieries from any or either of the aforenamed causes, the lay hours to be extended proportionately to the diminution of output arising from such partial holiday or stoppage, but no deduction of time shall be allowed for stoppages unless due notice be given at the time to the Master or Owners.

In the event of any stoppage or stoppages arising from any of the above causes continuing for the period of six running days from the time of the vessel being ready to load, this Charter shall, provided, however, that no cargo shall have been shipped on board the vessel previous to such stoppage or stoppages, become null and void.

In the event of such stoppage or stoppages commencing after the vessel is ready to load and continuing for six running days, then this Charter shall, at the expiration of such period, provided that no cargo shall have been shipped on board the vessel previous to such stoppage or stoppages, become null and void.

If at the commencement of such stoppage or stoppages the vessel is on demurrage, then, provided that no cargo has been shipped and the stoppage extends to not less than 75 per cent. of the collieries in South Wales and Monmouthshire working steam coal (including the colliery working the coal for which the vessel is stemmed), the Charterers may, at any time during such stoppage after the expiration of three days from the commencement thereof, give three days' written notice that they are prepared to cancel this Charter, and from and after the expiration of such notice no further demurrage shall be payable in respect of the time lost through such stoppage, but the Charterers shall pay demurrage up to the expiration of such notice. On receipt of such notice the vessel may either thereupon sail or the Owners may within 24 hours of its receipt give the Charterers written notice of their intention that the vessel shall remain until the termination of the stoppage, and in such event the Charterers shall, upon the termination of the stoppage, load the vessel under this charter, her lay hours commencing at 7 a.m. of the day on which such collieries generally restart work. In the event of the Owners not giving such notice as above mentioned, then upon payment of the demurrage due to the vessel this Charter shall become null and void.

Any question arising under this clause shall be referred to a Committee, consisting of one Shipowner, to be nominated by the Cardiff Shipowners' Association, and one Colliery Owner, to be nominated by the Monmouthshire and South Wales Coal Owners' Association, and should they be unable to agree, the decision of an Umpire selected by them shall be final.

4. Bunker coals to be kept properly separated from cargo to Charterers' satisfaction at the vessel's expense and the quantity to be endorsed on the Bills of Lading. If any cargo is carried in a hold communicating directly with the stoke holds, the doors to be securely fastened on the cargo side.

5. The Bills of Lading shall be prepared in accordance with the colliery, railway, dock or works weight in the form endorsed on this Charter, and shall be signed by the Master, Agent or Owners, weight shipped unknown, freight and all terms, conditions and exceptions as per this Charter, such Bills of Lading to be signed at the Charterers' or Shippers' Office within 24 hours after the vessel is loaded.

6. The Act of God, the King's enemies, restraints of princes and rulers or peoples, including interferences of Government Authorities or their officials, and perils of the seas shall be mutually excepted.

The Owners in all matters arising under this contract shall also be entitled to the like privileges and rights and immunities as are contained in Sections 2 and 5 of the Carriage of Goods by Sea Act, 1924, and in Article IV of the Schedule thereto.

The Vessel shall have liberty to sail without pilots, to call at any ports in any order for bunkering or other purposes, or to make trial trips after notice or adjust compasses, all as part of the contract voyage.

Charterers shall not be answerable for any negligence, default or error in judgment of stevedores employed in discharging the cargo.

7. The cargo to be taken from alongside by Consignees at port of discharge, free of expense and risk to the vessel, at the average rate of tons per day, weather permitting, Sundays and holidays excepted, provided vessel can deliver it at this rate; if longer detained Consignees to pay vessel demurrage at the rate of fourpence per net register ton per running day (or *pro rata* for part thereof). Time to commence when vessel is ready

to unload and written notice given, whether in berth or not. In case of strikes, lock-outs, civil commotions, or any other causes or accidents beyond the control of the Consignees which prevent or delay the discharging, such time is not to count unless the vessel is already on demurrage. Consignees to effect the discharge of the cargo, vessel paying per ton of 20 cwt. or 1,015 kilos, and providing only steam, steam-winches, winchmen, gins and falls.

8. The FREIGHT to be paid if required by the Owners, on signing Bills of Lading (ship lost or not lost), in cash less per cent. for insurance and interest (the Owners or their Agent giving Charterers or Shippers written notice before the vessel commences loading if any advance freight is required), and the remainder on right delivery of the cargo, in sufficient cash for vessel's ordinary disbursements at current exchange, and the balance (unless otherwise arranged between the Owners and Charterers) by a good and approved bill on London at three months' date or in cash equal thereto, at Captain's option. The Receivers of the cargo to be bound to pay freight on account during delivery, if required by the Captain. The Charterers' account at port of loading to be paid when rendered, otherwise the Charterers may deduct it on settlement of freight at port of destination (together with a charge of three per cent. to cover all charges, including insurance and interest).

9. The vessel to be free of address at port of discharge, but to pay the usual commission of two per cent. on the amount of freight on signing Bills of Lading.

10. Average, if any, shall be settled according to the York-Antwerp Rules, 1924. Should the vessel put into any port or ports leaky or with damage, the Captain or Owners shall without delay inform the Charterers thereof.

11. Loading hours not to commence before 9 a.m. on and if ship be not ready in loading dock as ordered before 9 a.m. on or if any wilful misrepresentation be made respecting the size, position or state of the vessel, Charterers to have the option of cancelling this Charter, such option to be declared on notice of readiness being given.

12. The Charterers' liability shall cease as soon as the cargo is shipped, and the advance of freight, dead freight, and demurrage in loading (if any) are paid, the Owners having a lien on the cargo for freight, demurrage, and average.

13. Penalty for non-performance of this Agreement, proved damages, not exceeding the estimated amount of freight.

14. The brokerage of five per cent. is due to on the cargo being loaded.

15. Should the vessel's draught on arrival at Buenos Ayres Roads exceed 20 feet, lighterage to that draught to be at vessel's expense and Merchants' risk, the time so occupied not to count as lay days. Any further lighterage that may be necessary shall be at Consignees' expense and risk, and the time occupied in so doing, also any time that may be lost by reason of the wharf to which she is ordered not being vacant and accessible, shall count as lay days.

16. Charterers to have the option of discharging part of the cargo at one lower port or part or whole of the cargo at a safe port in the River Parana not above undertaking if such option is used not to send less than tons up river or more than vessel in Captain's opinion can safely cross Martin Garcia Bar with. Freight payable on the quantity delivered in the River Parana to be per ton of 20 cwts. or 1,015 kilos. Discharge to be at the average rate of tons per day. Other conditions as above.

Alterations authorised by the Documentary Committee.

CLAUSE 3.—Rates of demurrage may be disregarded and adequate rates stipulated for at time of chartering. A reduction may be made in the number of days during which the steamer is required to lie in the event of a stoppage.

CLAUSE 7.—Rate of demurrage may be disregarded and an adequate rate stipulated for at time of chartering. In trades where it has been customary for cost of stevedoring to be paid " on Bill of Lading quantity " where delivered weight is not ascertained, the words in inverted commas may be inserted accordingly.

A clause may be added giving Charterers the option of loading a small quantity of coke and/or stores and/or other lawful merchandise, they paying all extra expenses over coals in loading and discharging.

Colliery / Railway / Dock / Works } *weight.—Weight shipped unknown.*

CARGO.

.....*tons in*.....*hold*

.....*tons in*..... ,,

.....*tons in*..... ,,

.....*tons in*..... ,,

Total *Tons*

COALS ON BOARD FOR SHIP'S USE, INDEPENDENT OF CARGO.

.....*tons in*.....

.....*tons in*.....

.....*tons in bunkers.*

tons in bunkers on arrival.

Total *Tons*

Received on account of Freight

.....

Pounds,..... *Shillings*,

and.....*Pence, on which*

Insurance and Interest have been paid.

£.....

SHIPPED at.....*in good order and condition*

by .....

of.....*in and upon the good*

Steamship / Motorship *called the*.....*whereof*

.....*is Master for this present Voyage and bound for*

.....

with liberty to sail without pilots, to call at any ports in any order for bunkering or other purposes, or to make trial trips after notice or adjust compasses, all as part of the contract voyage.

a cargo / parcel of Coal / Coke / Patent Fuel of.....

..... *tons Colliery / Railway / Dock / Works* } *weight, weight shipped unknown,*

which is to be delivered in the like good order and condition at the said Port of

.....

unto.....

or.....*Assigns, he or they paying Freight for the same as per Charter-party*

dated.....19..... *all the terms, conditions and exceptions*

contained in which Charter-party are herewith incorporated.

General Average payable according to York-Antwerp Rules, 1924.

All the terms, provisions and conditions of the Carriage of Goods by Sea Act, 1924, and the Schedule thereto, are to apply to the contract contained in this Bill of Lading, and the Owners and the Charterers are to be entitled to the benefit of all privileges, rights and immunities contained in such Act, and the Schedule thereto, as if the same were herein specifically set out, the unit under Article IV (5) being the ton. If, or to the extent that, any term of this Bill of Lading is repugnant to or inconsistent with anything in such Act or Schedule it shall be void.

IN WITNESS whereof the Master or Agent of the said vessel hath signed..... *Bills of Lading, all of this tenor and date drawn as a set consecutively numbered, any one of which being accomplished the others shall be void.*

.....19.....

Comments on
Chamber of Shipping Welsh Coal Charter, 1896.

(AMENDED 31ST DECEMBER, 1924.)

FOR MONTE VIDEO, BUENOS AYRES, ETC.

This Charter differs from the Chamber of Shipping Welsh Coal Charter, 1896, as follows :—

" ALWAYS AFLOAT " is omitted, and the following clauses are additional :—

" 15. Should the vessel's draught on arrival at Buenos Ayres Roads exceed 20 feet, " lighterage to that draught to be at vessel's expense and Merchant's risk, the time so " occupied not to count as lay days. Any further lighterage that may be necessary shall " be at Consignees' expense and risk, and the time occupied in so doing, also any time " that may be lost by reason of the wharf to which she is ordered not being vacant and " accessible, shall count as lay days."

" 16. Charterers to have the option of discharging part of the cargo at one lower port " or part or whole of the cargo at a safe port in the River Parana not above " undertaking, if such option is used, not to send less than tons up river " or more than vessel in Captain's opinion can safely cross Martin Garcia Bar with. " Freight payable on the quantity delivered in the River Parana to be per ton " of 20 cwts. or 1,015 kilos. Discharge to be at average rate of tons per " day. Other conditions as above."

The following is a copy of a letter which is customarily signed at the time of fixing, which covers :—

AGENCY, DESPATCHERS FEE AND DESPATCH.—

" Referring to the Charter-party per S.S. " for , it is hereby agreed that the steamer is consigned to the " Charterers' Agents at port of discharge at a fee not exceeding 22 guineas, including " despatchers fee for inward clearances only, and that the steamer is to pay despatch money " computed on the Bill of Lading quantity without deductions at the rate of £20 per " day, or *pro rata* for part of a day, for all time saved at port or ports of discharge ; also " that Charterers have the option of shipping up to 100 tons of coke, fuel or other lawful " merchandise at the same freight as coal cargo, they paying all extra expenses incurred " in loading and discharging same."

also a slip which other Plate Charterers affix to the Charter-party, covering despatch, agency and despatchers fee :—

" It is agreed that steamer shall pay despatch money, computed on the Bill of Lading " quantity without deductions, at half demurrage rate per day, or *pro rata* for part of a " day, for all time saved at port(s) of discharge and be consigned to Charterers' Agents " there at a fee of 22 guineas, including despatchers fee for inward clearances only."

N.B.—*Occasionally Charterers will consent to despatch money being estimated on " working time " saved only.*

NOTICES AT PORT OF DISCHARGE.—Some Charterers stipulate for :—

" All notices under this Charter at port of discharge, or for orders, to be given in writing " in Consignees' office on working days between the hours of 9 a.m. and 5 p.m. and 9 a.m. " and noon on Saturdays."

BALANCE OF FREIGHT: PAYMENT.—Several Charterers have somewhat altered the approved forms of this and the Up River Charter, particularly in reference to this matter, embodied in Clause 8. Herewith are examples :—

(*a*) " . . . and the remainder on right and true delivery of the cargo at port of discharge " by good and approved draft on London or by draft on [Charterers] at " (90) ninety days' sight, or, at the option of the Consignees, in cash at current rate of " exchange for bills on London at (90) ninety days' sight; or in Cardiff by " [Charterers] eight days after production of certificate of right and true " delivery, less 90 days' discount at five per cent. per annum. If required by the Captain, " sufficient cash to be advanced at port of discharge for steamer's ordinary disbursements " at the current rate of exchange for Merchants' bills on London at (90) ninety days' " sight. The Receivers of the cargo to be bound to pay freight on account during delivery, " if required by the Captain. . . . "

(*b*) " . . . and the remainder on right delivery of the cargo in sufficient cash for " steamer's ordinary disbursements at current exchange for Merchants' bill on London " at 90 days' sight, and the balance by a bill on [Charterers] London, at " three months' sight or in cash equal thereto at CONSIGNEES' option. . . ."

(*c*) " . . . and the remainder on right delivery of the cargo in sufficient cash for " steamer's 'inward' disbursements at current exchange for 90 days' sight bills on " London, and the balance *to be paid by Charterers in London in cash, less* 1¼ *per cent.*, " *within five days after receipt of cable advice by them of right delivery of the cargo.*"

ALTERATIONS AUTHORISED BY THE DOCUMENTARY COMMITTEE.—A clause may be added giving Charterers the option of loading a small quantity of coke and/or stores and/or other lawful merchandise, they paying all extra expenses in loading and discharging. Should Charterers require this option and elect to ship stores and/or merchandise as above, it would be as well to stipulate that such part cargo be loaded at the coal berths (also discharged). Apart from the loss of time occupied in moving the steamer from the coal tip to a general cargo berth and returning to the tip, the great objection to these additional moves, in addition to the expense, is the hazard of damage even under the most favourable weather conditions. Further, if there is congestion at the loading dock it is quite possible that steamer would have to wait some time before she could resume loading of coal, for naturally the tip she vacates will not be kept vacant waiting for her, if it should be necessary to return to the coal tip. All explosives and other cargo of an inflammable or dangerous nature should be excluded. No one piece to exceed two tons weight.

CONSULAR CLEARANCES.—In the event of a steamer fixed for a Plate destination and having to proceed to Monte Video Roads for orders, it is then advisable for consular clearances to be effected at both the Uruguayan and Argentine Consulates before sailing from this Channel.

Frequently such orders are received by steamer on or before arrival in Monte Video Roads by wireless and in the event of an Argentine destination being declared no delay would then be occasioned. If an Argentine clearance has not been effected, steamer would have to obtain same at Monte Video, which would cause delay and expense. Proceeding to an Argentine port without consular clearance would incur expenses, etc., amounting to at least three times the amount it would have cost had same been effected before sailing.

Agreed with the Cardiff and Bristol Channel Pitwood Importers' Association, Ltd., 14th Aug., 1924, and Amended on 6th March, 1925.

Chamber of Shipping Pitwood Charter

(FRANCE TO BRISTOL CHANNEL PORTS), 1924.

FOR STEAMSHIPS AND FULL-POWER MOTORSHIPS.

.....19.....

Code Name : "*Pitwoodcon.*"

IT IS THIS DAY MUTUALLY AGREED BETWEEN

Owners of the good Steamship / Motorship called the of tons net register, and of the deadweight carrying capacity of tons, exclusive of bunkers, or thereabouts, and estimated to carry about tons of Pitwood now and expected ready to load about

AND of Charterers :

1. That the said vessel being tight, staunch and strong, and in every way fitted for the voyage, shall, with all convenient speed (after discharging outward cargo, if any), sail and proceed to and there load, always afloat (except where it is customary for ships of the vessel's size to load aground), from the Agents of the said Charterers, a full and complete cargo of Pitwood (exclusive of permanent bunker space, lazarets and peaks, unless the Master declares any of these spaces available for cargo upon vessel commencing to load).

Cargo.

Deck load.

The vessel shall be provided with a deck load, at full freight, at Charterers' risk, not exceeding what she can reasonably stow and carry over and above her tackle, apparel, provisions and furniture; and being so loaded shall therewith proceed to as ordered upon signing Bills of Lading and deliver the same, always afloat (except where it is customary for ships of the vessel's size to discharge aground), in such dock or other usual discharging place as required by the Consignees upon arrival upon being paid freight at the rate of per ton of 20 cwts. delivered, in full of all port charges and pilotages. Charterers shall pay all dues and duties appertaining to the cargo and the Shipowners those appertaining to the vessel, including keelage if discharged in the Newport river.

Rate of freight.

Orders in Roads.

2. Charterers shall have the option of sending vessel to Barry / Mumbles Roads for orders, such orders to be waiting vessel's arrival, otherwise time for discharge shall count from time of arrival in the Roads.

Notice of departure from outward port.

3. The Master or Owners shall telegraph the Charterers (telegraphic address as per margin) notice of the date of vessel's departure from the last outward port for the loading port, unless the vessel is bound to or at the loading port with cargo, in which event 24 hours' notice shall be given of the vessel's expected readiness to load. Default of this shall not be considered a breach of Charter, but Charterers shall be allowed 24 hours extra for loading.

Loading and cancelling dates.

4. Time for loading shall not commence before , and Charterers shall have the option of cancelling this Charter if vessel is not ready (irrespective of whether in berth or not) to load on or before 5 p.m. on , or if any wilful misrepresentation be discovered respecting the size or position of the vessel at any time before receipt of notice of readiness.

Loading.

5. At loading port the cargo shall be brought alongside the vessel at Charterers' risk and expense. The cargo shall be loaded in the customary manner in accordance with the following scale :—

Vessels of less than			350	tons Pitwood cargo, at the average rate of not less than	100	tons per day of 24 consecutive hours.
Vessels of	350 and less than	500	ditto		200	ditto ditto
,, ,,	500 ,, ,,	1,000	ditto		275	ditto ditto
,, ,,	1,000 ,, ,,	1,500	ditto		350	ditto ditto
,, ,,	1,500 ,, ,,	2,000	ditto		400	ditto ditto
,, ,,	2,000 tons Pitwood cargo and over,			at the average rate of not less than	450	tons per day of 24 consecutive hours.

Telegraphic address of Charterers is

The Master shall apply for cargo to

Time for loading shall commence after arrival in berth, which shall be nominated by the Charterers, in regular turn, upon written notice being given between the hours of 9 a.m. and 5 p.m. of the vessel's readiness to load, but (unless the vessel is already on demurrage) shall not count during the following periods, unless used, viz., from 5 p.m. on Saturday to 7 a.m. on Monday, and from 5 p.m. on the day preceding a general or local holiday to 7 a.m. on the day following such holiday, also any time during which the loading may be prevented by floods, rain, frost, snow or tempest (when men will not work for the aforesaid reasons), or by any other cause beyond the control of the Shipper. The time used in loading shall be endorsed upon the Bill of Lading.

Shipper's men shall hoist, load and stow the cargo aboard the vessel, the vessel paying one shilling per 1,000 kilos. delivered at port of discharge (also upon estimated weight of cargo lost or jettisoned on the voyage, if any), and providing only winches, with steam or other power, winchmen and (ship's) running gear customary at the port of loading, but for wood loaded in bunker spaces, lazarets, alleyways, peaks and/or any space involving extra labour stowing and/or any part of the vessel not served directly by winch or crane the extra charges incurred shall be paid by the vessel. Loading charges shall be paid at port of loading upon approximate weights, any difference being adjusted upon settlement of freight. In the event of total loss of the cargo loading charges shall be calculated upon Bill of Lading weight.

Advance freight.

6. Cash for vessel's ordinary disbursements at port of loading (not exceeding one-third of the freight) shall be advanced by the Shipper, if required by the Master, at the closing rate of exchange at the port of shipment on the day the advance is taken, subject to $2\frac{1}{2}$ per cent. to cover insurance and any other charges thereon. The sterling amount of the advance shall be endorsed upon the Bill of Lading.

Strikes, etc.

7. (*a*) If the cargo cannot be loaded and/or discharged by reason of a strike or lock-out of any class of workmen essential to the loading and/or discharge of the cargo, or by reason of epidemics, the time for loading and/or discharging shall not count during the continuance of such strike or lock-out or epidemic (a strike or lock-out of the Shippers' and/or Consignees' men only shall not exonerate them from any demurrage for which they may be liable under this Charter if by the use of reasonable diligence they could have obtained other suitable labour), and in case of any delay by reason of the before-mentioned causes, no claim for damages shall by made by the Shipper, the Consignees of the cargo, the Owners of the ship or by any other party under this Charter.

(*b*) If a strike or lock-out affecting the loading of the cargo exists at the loading port on the vessel's arrival there or commences before any cargo has been loaded and continues for four running days from the time of the vessel's arrival, the Charter shall be cancelled thenceforth.

(*c*) If a strike or lock-out occurs at the loading port after part cargo has been loaded and continues for six running days, the vessel may proceed with the cargo then aboard, having liberty to fill up for vessel's benefit at any other port or ports for the same destination or for any other port or ports whether such ports are in the course of the chartered voyage or not, the cargo being kept properly separated at the vessel's expense.

Bills of Lading.

8. The Bills of Lading shall be prepared in the form endorsed upon this Charter, and shall be signed by the Master, Owners or Agents, weight, quality, condition and measure unknown, freight and all terms, conditions, clauses and exceptions as per this Charter.

Exceptions.

9. The Act of God, enemies, restraints of princes and rulers, and perils of the seas shall be excepted. The Shipowner shall not be responsible for fire, barratry of the master and crew, pirates, collisions, strandings and accidents of navigation, or latent defects in, or accidents to, hull and/or machinery and/or boilers, even when occasioned by the negligence, default or error in judgment of the pilot, master, mariners or other persons employed by the Shipowner, or for whose acts he is responsible, not resulting, however, in any case from want of due diligence by the Owner of the ship, or by the Ship's Husband or Manager. The vessel has liberty to call at any ports in any order, to sail without pilots, to tow and assist vessels in distress, and to deviate for the purpose of saving life or property, and has liberty to coal at any port or ports, without prejudice to this Charter.

War.

10. (*a*) If the nation under whose flag the vessel sails shall be at war, whereby the free navigation of the vessel is endangered, or if prohibition of export or blockade prevent the loading or completion of cargo, this Charter shall be cancelled thenceforward at the last outward port or at any subsequent period when the difficulty may arise.

(*b*) The ship shall have liberty to comply with any orders or directions as to departure, arrival, routes, ports of call, stoppages, destination or otherwise, howsoever given, by the Government of the nation under whose flag the vessel sails, or any department thereof, or any person acting or purporting to act with the authority of such Government, or of any department thereof, or by any committee or person having, under the terms of the war risks' insurance on the ship, the right to give such orders or directions, and if by reason of and in compliance with any such orders or directions anything is done or is not done, the same shall not be deemed a deviation.

Overtime expenses.

11. The vessel shall work overtime (by day or by night and on Sundays or holidays) if requested in writing to do so by the Shipper or Consignees, all extra expenses incurred thereby being paid by them, unless the overtime is also desired by the Shipowner.

Agents.

12. The Vessel shall be consigned to the Shipowner's Agents at ports of loading and discharge.

Loss of deck cargo.

13. If any of the deck cargo is known to have been lost or jettisoned on the voyage, the Master shall notify Consignees immediately upon arrival at port of discharge, and also furnish them (at their expense) with a copy of the usual protest.

Discharging.

14. The cargo shall be discharged in the customary manner in accordance with the following scale :—

Vessels of less than	350 tons	Pitwood cargo, at the average rate of not less than			100 tons per day of 24 consecutive hours.
Vessels of	350 and less than	500	ditto	200	ditto ditto
,, ,,	500 ,,	,, 1,000	ditto	250	ditto ditto
,, ,,	1,000 ,,	,, 1,500	ditto	300	ditto ditto
,, ,,	1,500 ,,	,, 2,000	ditto	350	ditto ditto
,, ,,	2,000 tons	Pitwood cargo and over, at the average rate of not less than			400 tons per day of 24 consecutive hours.

At discharging port the cargo shall be taken from alongside the vessel at Consignees' risk and expense.

Time for discharging shall commence upon notice being given of vessel's arrival in berth and readiness to discharge, or 24 hours (Sundays and holidays excepted) after notice of arrival in the port and readiness, whichever is the earlier. The notice shall be given in writing between the hours of 9 a.m. and 5 p.m. (or noon if on Saturday). Unless the vessel is already on demurrage time shall not count during the following periods, unless used, viz., from noon on Saturday to 7 a.m. on Monday and from 5 p.m. on the day preceding a general or local (including pitwood workers') holiday to 7 a.m. on the day following such holiday, also any time during which the discharging may be prevented by floods, rain, frost, snow or tempest (when men will not work for aforesaid reasons), or by any other cause beyond the control of the Consignees.

Consignees shall effect the discharge of the cargo, the vessel paying two shillings and threepence per ton of 20 cwts. delivered, which shall include the cost of cranage and slings, but for wood ex bunker space, lazarets, peaks, bridge decks, alleyways, and/or any space involving extra labour in discharging, and/or any part of the vessel not served directly by crane, the extra charges incurred shall be paid by the vessel.

Demurrage.

15. Should the vessel not be loaded or discharged in the time stipulated, demurrage shall be paid at the rate of threepence sterling per gross register ton per day and *pro rata* for any part of a day. If the vessel should come on demurrage at discharging port, any time saved in loading shall be added to the time stipulated for discharge.

Payment of freight.

16. The freight shall be paid in cash, less advance freight (if any), upon delivery of the cargo, the Consignees of the cargo being bound to pay freight upon account during delivery if required.

Average.

17. Average, if any, shall be settled according to the York-Antwerp Rules, 1924.

Cessor Clause. 18. The Charterers' liability shall cease as soon as the cargo is shipped, provided the advance freight, dead freight, demurrage in loading (if any) and any difference of freight accruing under Clause 21 are paid, the Master or Owners having an absolute lien upon the cargo for all freight, demurrage in discharging and average.

Telegrams. 19. A letter may be substituted for a telegram wherever required herein if it be sent so as to arrive as speedily.

Commission. 20. A commission of one-third of five per cent. is payable to the Charterers upon shipment of cargo.

Subletting. 21. The Charterers shall have the right of subletting the vessel upon the same terms and conditions as this Charter, but at any rate of freight without prejudice to this Charter; if at the lower rate of freight the difference shall be paid upon signing Bills of Lading. The original Charterers shall remain responsible for the due fulfilment of this Charter.

Brokerage. 22. per cent. brokerage is due upon shipment of cargo, to

Arbitration. 23. Any dispute arising under this Charter shall be settled in accordance with the provisions of the Arbitration Act, 1889, in Cardiff, each party appointing an arbitrator, and the two arbitrators in the event of disagreement appointing an umpire.

Non-performance. 24. Penalty for non-performance of this Agreement, proved damages, not exceeding the estimated amount of freight.

SHIPPED at.....*in good order and condition*

by .....

Time used in loading.....*hours.*

of.....*in and upon the good*

Steamship / Motorship *called the*.....*whereof*

.....*is Master for this present voyage, now lying in*

.....*and bound for* .....

as per Charter, dated.....19.....

(The vessel has liberty to call at any ports in any order, to sail without pilots, to tow and assist vessels in distress, and to deviate for the purpose of saving life or property, and has liberty to coal at any port or ports.)

Received upon account of Freight

.....

Pounds, ...*Shillings,*

and.....*Pence, upon which*

Insurance and all charges have been paid.

£.....

(cargo on deck at Charterers' risk). And to be delivered in the like good order and condition at the

aforesaid port of.....

unto.....

or.....*Assigns, he or they paying Freight for the same as per Charter-party*

dated.....19.....

All the terms, conditions, clauses and exceptions contained in the said Charter-party apply to this Bill of Lading, and are deemed to be incorporated herein, including the liberties under Clauses 7 (*c*), 9 and 10 (*b*) thereof.

General Average payable according to York-Antwerp Rules, 1924.

IN WITNESS whereof the Master or Agent of the said ship hath signed.....
Bills of Lading, all of this tenor and date, any one of which being accomplished the others shall be void.

Dated in.....*this*.....*day of*.....19.....

WEIGHT, QUALITY, CONDITION, AND MEASURE UNKNOWN.

Comments on The Chamber of Shipping Pitwood Charter

(FRANCE TO BRISTOL CHANNEL PORTS), 1924.

DECK CARGO.—At full freight at Charterers' risk.

FREIGHT.—Payable on the delivered ton of 20 cwts.

LOADING.—Time does not count until steamer is in the loading berth, as nominated by Charterers, in regular turn.

LOADING COST.—One shilling per 1,000 kilos delivered at port of discharge, excluding wood loaded in bunker spaces, lazarets, alleyways, peaks or any spaces involving extra labour.

STRIKES, ETC.—If a strike or lock-out affecting the loading of the cargo exists at the loading port on the vessel's arrival there, or commences before any cargo has been loaded, and continues for four running days from the time of the vessel's arrival, the Charter shall be cancelled thenceforth.

If a strike or lock-out occurs at the loading port after part cargo has been loaded and continues for six running days, the vessel may proceed with the cargo then aboard, having liberty to fill up for vessel's benefit at any other port or ports for the same destination, or for any other port or ports whether such ports are in the course of the chartered voyage or not, the cargo being kept properly separated at the vessel's expense.

WAR.—If the nation under whose flag the vessel sails shall be at war, whereby the free navigation of the vessel is endangered, or if prohibition of export or blockade prevent the loading or completion of cargo, this Charter shall be cancelled thenceforward at the last outward port or at any subsequent period when the difficulty may arise.

The ship shall have liberty to comply with any orders or directions as to departure, arrival, routes, ports of call, stoppages, destination or otherwise, howsoever given, by the Government of the nation under whose flag the vessel sails, or any department thereof, or any person acting or purporting to act with the authority of such Government, or of any department thereof, or by any committee or person having, under the terms of the war risks insurance on the ship, the right to give such orders or directions, and if by reason of and in compliance with any such orders or directions anything is done or is not done, the same shall not be deemed a deviation.

AGENCY.—Owners Agents at port of loading and discharge.

DISCHARGING.—Time shall commence upon steamer's arrival in berth or 24 hours after arrival in the port, whichever is the earlier.

DISCHARGING COST.—Two shillings and threepence per ton of 20 cwts. delivered, which includes cost of cranage and hire of slings. There are extra charges for wood ex bunker spaces, lazarets, peaks, bridge deck, alleyways and any space involving extra labour.

DEMURRAGE.—Threepence per gross register ton per day and *pro rata* for part of a day.

AVERAGE.—York-Antwerp Rules, 1924.

COMMISSION.—One-third of five per cent. is payable to Charterers.

LIST OF
BRITISH, COLONIAL AND FOREIGN PORTS,

ARRANGED ALPHABETICALLY, WITH PARTICULARS OF DISCHARGING RATES, COSTS, AND OTHER CONDITIONS OF CHARTER.

(Preceded by a List of Abbreviations, Terms, etc.)

Abbreviations, Terms, etc.

a.a.r.	..	against all risks.
b.b.	..	below bridges.
b/d.	..	bar draft.
b.d.i.	..	both dates inclusive.
B/L.	..	Bill of Lading.
b.t.	..	berth terms.
canclg.	..	cancelling.
c.c.	..	current cost.
c.ft.	..	cubic feet.
Charter-party	..	form of contract between merchant and owner.
c.i.	..	cost, insurance.
c/i.	..	certificate of insurance.
c.i.f.	..	cost, insurance, freight.
Consignee	..	the party to whom goods or vessels are consigned.
Continent (A-H)	..	Antwerp-Hamburg range.
c.p.d.	..	charterers pay dues.
C/S.	..	cotton-seed.
c.t.l.o.	..	constructive total loss only.
d/a. clause	..	vessels must discharge afloat.
" Danube "	..	Danube form of charter.
d.b.b.	..	deals, battens, boards.
d.d.o.	..	despatch discharging only.
dely. and redely.	..	delivery and redelivery.
d.l.o.	..	despatch loading only.
d.p.	..	direct port.
d.w.	..	deadweight (tons of 2,240 lbs.)
E.C. Ireland	..	East Coast Ireland.
excldg.	..	excluding.
f.a.c.	..	fast as can.
f.a.s.	..	free alongside ship.
f.c.s.	..	free capture or seizure.
f.d.	..	free discharge.
f.desp.	..	free despatch.
f.i.a.	..	full interest admitted.
f.i.o.	..	free in and out.
f.i.w.	..	free in wagon.
fms.	..	fathoms.
f.o.b.	..	free on board.
Form O.	..	cotton charter (freight paid on steamer's net register ton).

f.o.w.	..	first open water.
f.p.a.	..	free of particular average.
f.r. and c.c.	..	free of riot and civil commotion.
f.t.	..	full terms : despatch money payable on all time saved on the chartered time for loading and discharging the cargo.
gldrs.	..	guilders.
gns.	..	guineas.
hewn	..	hewn timbers.
" hours purposes "	..	the time allowed by charter for the dual operation of loading and discharging the cargo.
incldg.	..	including.
i.p.f.	..	intaken piled fathom.
Kr.	..	kroner.
ldg.	..	loading.
L.H.A.R.	..	London, Hull, Antwerp or Rotterdam.
Li.	..	Lira.
M.V. & B.A.	..	Monte Video and Buenos Ayres form of charter.
n.a.a.	..	not always afloat.
net terms	..	free charterers' commission.
o/c.	..	open charter.
o.t.	..	on truck or railway.
" Parana "	..	Rosario, Rivers Parana or Uruguay form of charter.
Pixpinus	..	Pitch-pine Charter—U.S. to U.K., Europe and Mediteranean (1906).
p.p.	..	picked ports.
p.p.i.	..	policy proof of interest.
ppt.	..	prompt loading.
" Rosario "	..	Rosario, Rivers Parana or Uruguay form of charter.
Rs.	..	Rupees.
sawn	..	sawn timber.
s.p.d.	..	steamer pays dues.
s.s. and c.	..	same sea and country coast.
stds.	..	standards.
str.	..	steamer.
s.v.	..	sailing vessel.
t.l.o.	..	total loss only.
U.K./cont. (B-H)	..	Bordeaux-Hamburg range.
U.K./cont. (H-H)	..	Havre-Hamburg range.
U.K./cont. (G-H)	..	Gibraltar-Hamburg range.
U.K.f.o.	..	United Kingdom for orders.
" Uruguay "	..	Rosario, Rivers Parana or Uruguay form of charter.
W.B./E.I.	..	West Britain/East Ireland.
W.C. England	..	West Coast England.
w.p.a.	..	with particular average.
w.w.	..	weather working.

United Kingdom, Channel Islands, and Ireland.

	Delivery.		Cost.
ABERDEEN	.. " Welcon " ; hours purposes		.. f.d. f.desp.
ALDERNEY	.. " Welcon," ; hours purposes		.. f.d. f.desp.
ARKLOW	.. " Welcon " ; hours purposes		.. 1/-. f.desp.

Foreign Ports.

	Delivery.		Cost.
AABENRAA (Denmark)	.. (1) 250/400		.. c.c. or Kr. 1.25
	(2) 100 per hatch per day		.. c.c. or Kr. 1.25
	200	coke	.. c.c. or Kr. 2.00
		fuel	.. c.c. or Kr. 1.40
AALBORG (Denmark)	.. (1) 4/500		.. c.c. or Kr. 1.25
	(2) 500		.. c.c.
	Option : 1,000		.. c.c., with 3d. reduction in freight.
		coke	.. c.c. or Kr. 2.00
		fuel	.. c.c. or Kr. 1.40
Do. (Norden Pier)..	500		.. c.c. or Kr. 1.25 (free harbour dues).
AALESUND (Norway) ..	3/350		.. c.c.
AARHUS (Denmark) ..	3/400		.. c.c. or Kr. 1.25
	2/300	coke	.. c.c. or Kr. 2.00
		fuel	.. c.c. or Kr. 1.40

	Delivery.	Cost.
ABBEVILLE (France)	.. " Welcon "; hours purposes	.. franc. f.t.
ABO (Finland)	.. 2/400	.. c.c.
	200 coke	.. c.c.
ACCRA (Gold Coast)	.. 150	.. c.c.
ADELAIDE (South Australia).	.. 5/750	.. c.c. or not exceeding 2/6
ADEN (Arabia)	.. " Admiralty "; 5/600	.. f.d.
Do.	.. (1) 4/500	.. c.c. or 12 annas. Sometimes on Bill of Lading quantity.
	(2) 500	.. c.c. not exceeding 1/-
ADRA (Spain)	.. 2/250	.. $1\frac{1}{2}$/2 pesetas

Steamer to pay Spanish transport tax and harbour dues at port of discharge, if imposed.

AGADIR (Morocco)	.. 200	.. 1/-.
AGUILAS (Spain)	.. 2/400	.. 2 pesetas

Steamer to pay Spanish transport tax and harbour dues at port of discharge, if imposed.

AHUS (Sweden)	.. 3/400	.. c.c. or Kr. 1.00.
	200 coke	.. c.c.
AJACCIO (Corsica)	.. 2/300	.. 1/-.

	Delivery.		Cost.
AK-T-CHAI (Asia Minor)	2/300		.. c.c. or 1/-
	200	coke	.. c.c. or 1/-
AKUREYRI (Iceland) ..	200		.. c.c.
ALBANY .. (Western Australia)	5/750		.. c.c. or not exceeding 2/6.
ALCUDIA .. (Balearic Islands, Spain).	2/250		.. 2 pesetas.

Steamer to pay Spanish transport tax and harbour dues at port of discharge, if imposed.

ALEXANDRETTA (Syria) 250/400 .. f.d. or 1/- or 2/-.

ALEXANDRIA (Egypt) .. (1) 6/700 .. 1/-. Sometimes on the Bill of Lading quantity.

(2) 1,000 .. 1/-.

Do. For account of the Egyptian State Railways :—

Conditions.—" No cargo to be shipped in holds, tanks, or tank-holds with hatchways less than 12′ x 12′."

" Owners to guarantee that steamer has clear hatchways and that her length does not exceed 415′, and her arrival draft 25′."

Charter terms by various Contractors vary :—

(1) 700	.. 1/-.
(2) 700	.. 1/-.
Option : 800	.. 1/-, less 1d. reduction in freight
,, 900	.. 1/-, less 2d. ,, ,,
,, 1,000	.. 1/-, less 3d. ,, ,,
(3) " Net terms " ; 700	.. f.d.

Full freight prepaid on Bill of Lading quantity without discount.
Free address commission.
Free brokerage.
Despatch, £15.
Agency, £10 10s.

ALEXANDROVSK .. 300 .. 3/-.
(Russia).

Steamer to be free of all expenses at discharging port, including stevedoring, port charges, pilotages, etc., excepting agency fee of £10 10s. od. and 1d. per n.r.t. registration dues, but owners to pay Charterers 3/- per ton on the quantity of cargo on which freight is paid. This sum to be deducted from the freight.

Owners to pay Charterers despatch money at half demurrage rate for any time saved in the discharging.

	Delivery.	Cost.
ALGECIRAS (Spain) ..	2/250 (14′ maximum arrival draft.)	.. 2 pesetas.

Steamer to pay Spanish transport tax and harbour dues at port of discharge, if imposed.

ALGERIAN PORTS : PEAGE DUES.

" Peage of 90 centimes per ton of cargo discharged shall be paid and borne " solely by the ship."

Certain Charterers are stipulating for the above clause to be inserted in Charter-parties effected for these destinations, which should under no circumstances be agreed to.

In many instances, Peage dues have been paid by Owners of steamers discharging cargoes at these ports. The charge at Oran was recently contested, and the decision given was that Peage was solely for account of Receivers. A similar action is now pending at Algiers, and it is thought the result will be favourable to the shipowner. Receivers have refunded amounts so charged in certain cases when Owners have instituted legal proceedings.

ALGHERO (Sardinia) ..	3/400	.. 10d.
ALGIERS (Algeria) ..	600	.. 1/6. Sometimes on Bill of Lading quantity.
Sometimes scale :	800	.. 1/8.
	1,000	.. 1/10.
	1,200	.. 2/-.

Some Charterers insist on the following clause :—

" Charterers have the option of discharging vessel with their own cranes, " in which case the Owners to pay for Charterers' cranemen at the rate of " Frs. 30 (thirty francs) per man per day, but not to be liable for more than " eight men."

PEAGE DUES : See Algerian Ports.

ALICANTE (Spain) ..	250/500	.. 2 pesetas.
	coke	.. 3 pesetas.

Steamer to pay Spanish transport tax and harbour dues at port of discharge, if imposed.

ALLINGE (Denmark) ..	200 ($12\frac{1}{2}$′ maximum arrival draft.)	.. c.c.
ALMERIA (Spain) ..	250/400	.. 2 pesetas.

Steamer to pay Spanish transport tax and harbour dues at port of discharge, if imposed.

	Delivery.		Cost.
ALMISA (Dalmatia) ..	350/500		.. 10d.
	350	coke	.. 1/-
ALTONA (Germany) ..	" Welcon "; 5/1,000		.. 1/-. d.d.o.
	,, 500	coke	.. 1/6. d.d.o.
AMALFI (Italy) ..	300		.. 10d.
AMSTERDAM (Holland)..	" Welcon "; 5/1,000		.. 1/-. or Fl. 0.70 or Fl. 0.65 or Fl. 0.62½. d.d.o.

" In computing time in Dutch ports, from 1 p.m. on Saturdays to 6 a.m. on Mondays, and from midnight on the day previous to a holiday until 6 a.m. on the day following such holiday shall be excepted periods in lieu of Sundays and holidays in Clauses 5 and 16; except that for the purpose of computing despatch, the time from 1 p.m. to midnight on Saturdays shall not be excepted, but shall count as lay time, whether used or not."

ANCONA (Italy) ..	(1) 4/600		.. 10d.
	(2) 500		.. 10d.
	Option : 800		.. 10d., less 2d. reduction in freight.
	300	pitch	.. 1/-.
ANTILLA (Cuba) ..	3/600		.. c.c. (about 1/10).
ANTIVARI (Jugo-Slavia). ..	400		.. 10d. or 1/-.
ANTOFAGASTA (Chile)..	4/500	(excl. surf days)	.. c.c.
	1/150 sail	,, ,,	
ANTWERP (Belgium) ..	" Welcon "; 5/1,500		.. f.d., franc, 6d. or 1/-. d.d.o.
	,, 4/500	coke	.. 1/-. d.d.o.
APAPA (Nigeria) ..	" Admiralty "; 200 (20′ maximum arrival draft.)		.. f.d.

As the dues on coal cargo amount to 4/- per ton, stipulate that same be paid by Receivers.

ARCACHON (France) ..	3/350		.. franc, sometimes 1/-

	Delivery.	Cost.
ARCHANGEL (Russia) ..	400	.. 3/6 or 5/6.

Steamer to be free of all expenses at discharging port, including stevedoring, port charges, pilotages, etc., excepting agency fee of £10 10s. 0d. and 1d. per n.r.t. registration dues, but owners to pay charterers 3/6 (or 5/6) per ton on the quantity of cargo on which freight is paid. This sum to be deducted from the freight.

Owners to pay charterers despatch money at half demurrage rate for any time saved in the discharging.

ARENDAL (Norway) ..	300/400	.. c.c.
ARGENTA (Newfoundland)	5/700	.. f.d.

Sometimes despatch at half demurrage rate—usually 2d. per n.r.t. per day on all (try) " working " time saved in discharging.

ARGOSTOLI (Greece) ..	3/400	.. 1/- or 2/-.
ARICA (Chile) ..	250/500 (excl. surf days)	.. c.c.
	1/150 sail ,, ,,	
ARZEW (Algeria) ..	(1) 4/500	.. 1/- or 1/6.
	(2) 100 per hatch per day	.. 1/6.

PEAGE DUES.—See under Algerian Ports.

ASCENSION ..	" Admiralty "; 50	.. f.d.
ASSENS (Denmark) ..	250/350	.. c.c. or Kr. 1.25.
	200 coke	.. c.c. or Kr. 2.00.
	fuel	.. c.c. or Kr. 1.40.
AUCKLAND (New Zealand)	500	.. c.c. (about 2/-).
AUGUSTA (Sicily) ..	400/500	.. 10d.
AUSTRALIA ..	5/750	.. c.c. or not exceeding 2/6.
AVEIRO (Portugal) ..	150	.. 1/6.

" All increased disbursements in consequence of port dues being payable in gold as per Government decree, owing to steamer not being under the Portuguese flag, to be borne and paid for by Charterers."

	Delivery.	Cost.
AVILES (Spain) ..	250/400	.. 2 pesetas.
	300 pitch	.. 2 pesetas.

Steamer to pay Spanish transport tax and harbour dues at port of discharge, if imposed.

AYAMONTE (Spain) .. 2/250 .. 2 pesetas.

Steamer to pay Spanish transport tax and harbour dues at port of discharge, if imposed.

AZORES .. (1) 250/450 .. 1/6.
(Portuguese Possession).

Agency, 10 guineas.

" All increased disbursements in consequence of port dues being payable in gold as per Government decree, owing to steamer not being under the Portuguese flag, to be borne and paid for by Charterers."

(2) 250/450 .. 1/6.

If the chartered rate of delivery is exceeded by 50 tons per day, the cost of discharge to be .. 1/7½ per ton.

If by 100 tons per day, then .. .. .. 1/9 ,,
,, 150 ,, ,, ,, ... 1/10½ ,,
,, 200 ,, ,, ,, ... 2/- ,,

Agency, 10 guineas.

" All increased disbursements in consequence of port dues being payable in gold as per Government decree, owing to steamer not being under the Portuguese flag, to be borne and paid for by Charterers."

United Kingdom and Ireland.

	Delivery.	Cost.
BALBRIGGAN ..	" Welcon "; hours purposes	.. 1/- or f.d. f desp.
BALLINA ..	" Welcon "; hours purposes	.. 1/- or f.d. f.desp.
BALLINACURA ..	" Welcon "; hours purposes	.. f.d. f.desp.
BALTIMORE ..	" Welcon "; hours purposes	.. 1/- or f.d. f.desp.

	Delivery.	Cost.
BANGOR (Ireland)	.. " Welcon " ; hours purposes	.. 1/-. f.desp.
BANNOW	.. " Welcon " ; hours purposes	.. f.d. f.desp.
BANTRY	.. " Welcon " ; hours purposes	.. f.d. f.desp.
BELFAST	.. " Welcon " ; hours purposes	.. 1/-. f.desp.
BELMULLET	.. " Welcon " ; hours purposes	.. f.d. f.desp.
BEREHAVEN	.. " Welcon " ; hours purposes	.. f.d. or 1/-. f.desp.
BIRKENHEAD	.. " Welcon " ; hours purposes	.. f.d. f.desp.

Time not to count from midday on Saturdays until 6 a.m. on Mondays, unless used or unless steamer previously on demurrage.

BRAY	.. " Welcon " ; hours purposes	.. 1/-. f.desp.
BRIXHAM	.. " Welcon " ; hours purposes	.. f.d. f.desp.
BRORA	.. " Welcon " ; hours purposes	.. f.d. f.desp.
BURTONPORT	.. " Welcon " ; hours purposes	.. f.d. f.desp.

Foreign Ports.

		Delivery.	Cost.
BAGNOLI (Italy)	..	500	.. 6½d.
	Scale :	800	.. 8d.
		1,000	.. 9½d.
		1,500	.. 1/3.
BAHAMAS (British West Indies).	..	400	.. c.c. (about 1/4).

	Delivery.	Cost.
BAHIA (Brazil)	(1) 4/500	3/-.

Despatch at half demurrage rate, or £20 per day, on all (try) " working " time saved.

Agency, 20 guineas.

	(2) 400	2/6.

Despatch at half demurrage rate, or £20 per day, on all (try) " working " time saved.

Agency, 20 guineas.

BAHIA BLANCA (Argentina).	500	3/-.

Despatch at half demurrage rate, or £20 per day, on all (try) " working " time saved, computed on the Bill of Lading quantity.

Agency, 20/22 guineas, including despatchers fee.

BALLA BALLA (Western Australia).	2/300	c.c
	1/150 sail	
BALSTAD (Norway)	300	c.c
BALTIC PORT (Esthonia).	3/400	c.c.
BALTIMORE (U.S.A.)	750/1,000	f.d.

Sometimes despatch at half demurrage rate—usually 2d. per n.r.t. per day on all (try) " working " time saved in discharging.

BANDHOLM (Denmark)	3/500	c.c. or 1/4 or (by grabs) Kr. 0.81.
BANGKOK (Siam)	3/500	c.c. or Owners' stevedore.

Lightening at Kohsichang to 13ft. draft for account of Charterers. Time occupied in shifting from Kohsichang not to count.

BARBADOES (West Indies).	" Admiralty " 300	f.d.
Do.	4/500	1/8

	Delivery.		Cost.
BARCELONA (Spain) ..	Scale		.. 2 pesetas.

Size.	Delivery.
1/1,200	300
1,201/2,500	400
2,501/3,500	500
3,501/4,500	600
4,501/5,500	700
5,501 and over	800

coke .. 4 pesetas (discharged at half the rate of coal).

pitch .. 4 pesetas.

patent fuel .. 3 pesetas.

All port dues and Spanish taxes together not to exceed 3.50 Pts. per ton of 1,000 kilos, to be paid by steamer as customary.

Freight, less advance, if any, to be paid at the average official rate of exchange for 90 days bills on London for the days steamer is occupied in discharging.

Formerly the amount payable by vessels in this port to cover dues and taxes as per clause was Pts. 3.15 per ton of 1,000 kilos. On the Derramas, Quebrantos or War Tax of Pts. .35 being imposed on 1st February, 1924, the amount in the tax clause was raised automatically to Pts. 3.50 per ton of 1,000 kilos, yet there was no alteration or addition made in the wording of the clause to show that the new tax had been included.

Tax clauses vary, and where Pts. 3.50 covers ALL Spanish dues and taxes no further amount can well be charged. One clause reads ". . . *Pts. 3.50 per ton of 1,000 kilos to cover transport tax, harbour dues, and quay dues, for which Merchants undertake to be responsible.*"

With such a clause Receivers have recently charged the steamer with the Derramas Tax of Pts. .35 again, making a total payment by the vessel of Pts. 3.85 per ton.

It is imperative to be most careful in the wording of the tax clause.

BARFLEUR (France) .. "Welcon"; hours purposes .. franc. f.t.

BARI (Italy) .. 4/600 .. 10d.
400 coke .. 1/6.

BARLETTA (Italy) .. 400/600 .. 10d.
(Arrival draft not to exceed 21'.)

BARRACAS (Buenos Ayres) (Argentina). (n.a.a.) "M.V. & B.A."; 500 .. 3/-.

Despatch at half demurrage rate, or £20 per day, on all (try) "working" time saved.

Agency, 20/22 guineas, including despatchers fee.

This discharging section, situated on the Riachuelo River, is not so suitable as the docks in Buenos Ayres or other Lower Plate ports, owing to an abrupt bend in the river and a congestion of small craft traffic. Very high water is necessary for a steamer drawing more than 22 feet to reach this place.

	Delivery.	Cost.
BARRANQUILLA (Colombia).	200	c.c. (about 1/6.)
BARREIRO (Lisbon) (Portugal).	3/500	1/6, occasionally 2/-.

($18\frac{1}{2}'$ maximum arrival draft. Some Charterers stipulate for $16\frac{1}{2}'$ maximum arrival draft.)

"All increased disbursements in consequence of port dues being payable in gold as per Government decree, owing to steamer not being under the Portuguese flag, to be borne and paid for by Charterers."

BASRAH (Mesopotamia)	4/500	c.c.
BASSEIN (Burma)	500	9 or $9\frac{1}{2}$ annas.
BASSE INDRE (France). sometimes n.a.a.	5/600	franc.
BASTIA (Corsica)	300	1/-.
BATAVIA (Java-Dutch East Indies).	5/1,500	c.c.
BATH (U.S.A.)	750/1,000	f.d.

Sometimes despatch at half demurrage rate—usually 2d. per n.r.t. per day on all (try) "working" time saved in discharging.

BATHURST (River Gambia).	f.a.c. as customary	1/-.
BATHURST (Canada)	5/600	f.d.

Sometimes despatch at half demurrage rate—usually 2d. per n.r.t. per day on all (try) "working" time saved in discharging.

BAYONNE (France)	3/500	franc.
BEIRA (Portuguese East Africa).	"Admiralty"; 500	f.d.
	2/300	c.c.

"All increased disbursements in consequence of port dues being payable in gold as per Government decree, owing to steamer not being under the Portuguese flag, to be borne and paid for by Charterers."

	Delivery.	Cost.
BELAWAN (Sumatra) ..	3/500	.. c.c.
BENGHAZI (Tripolitania)..	(1) 240	.. 10d.
	(2) 250/350	.. 1/-.
	(12′ maximum arrival draft.)	
BENISAF (Algeria) ..	3/400	.. 1/-.

PEAGE DUES.—See under Algerian Ports.

BERGEN (Norway) ..	(1) 250/500	.. c.c. or f.d.
	(2) 350	.. c.c. or Owners' stevedore.
	(Account of the Norwegian Navy.)	
BERMUDA ..	"Admiralty"; 300	.. f.d.
Do. ..	250/500	.. f.d. or c.c. or 1/-
BEVERLEY (U.S.A.) ..	1,000	.. f.d.

Sometimes despatch at half demurrage rate—usually 2d. per n.r.t. per day on all (try) "working" time saved in discharging.

BEYROUT (Syria) ..	3/500	.. c.c. or 1/-
BHAVNAGAR (India) ..	5/750	.. c.c. not exceeding $1\frac{3}{4}$ Rs.
BILBAO (Spain) ..	3/600	.. 2 pesetas.
	300 coke	.. 3 pesetas.
	(Stipulate for "not above Olaveaga.")	
Do. (Luchana) ..	250/500	.. 2 pesetas.
Do. (Ripa Quay) ..	3/500	.. 2 pesetas.

This berth is above Olaveaga. 16′ maximum arrival draft.

Steamer to pay Spanish transport tax and harbour dues at port of discharge, if imposed.

	Delivery.	Cost.
BIZERTE (Tunisia)	.. (1) 3/400	.. 1/-.
Do.	(2) 2,000	.. 2/-.
Do. (Sidi Abdullah)	(3) 125 per hatch per day	.. f.d.

PEAGE DUES.—See under Tunisian Ports.

BJORNEBORG (Finland)	3/500	.. c.c.
BLAYE (France)	4/500	.. franc.
BOCA (Argentina)	.. See Buenos Ayres.	
BODO (Norway)	250/350	.. c c.
BOGENSE (Denmark)	2/300	.. c.c. or Kr. 1.29.
BOLDERAA (Latvia)	300	.. c.c.
BOMBAY (India)	.. "Admiralty"; 500	.. f.d.
Do.	.. 5/600 occasionally 750	.. c.c. or not exceeding 1 Rupee, or not exceeding Owners' contract cost.
BONA (Algeria)	3/600	.. 1/- or 1/6.
	300 pitch	.. 1/-.

PEAGE DUES.—See under Algerian Ports.

BONANZA (Spain)	2/250	.. 2 pesetas.

Steamer to pay Spanish transport tax and harbour dues at port of discharge, if imposed.

	Delivery.	Cost.
BONAVISTA BAY (Newfoundland). ..	400	.. f.d.

Sometimes despatch at half demurrage rate—usually 2d. per n.r.t. per day on all (try) " working " time saved in discharging.

BORDEAUX (France) ..	(1) 4/600	.. franc.
	(2) 500	1 franc.
	option 750	.. 1.50 francs.
BORGA (Finland) ..	150/250	.. c.c.
BORNHOLM (Denmark)..	2/300	.. c.c.
BOSTON (U.S.A.) ..	1,000	.. f.d.

Sometimes 39′ maximum beam. At times despatch at half demurrage rate—usually 2d. per n.r.t. per day on all (try) " working " time saved in discharging.

AGE 352

BOUC .. See Port de Bouc.

BOUCAU (France) ..	5/600	.. franc.
BOUGIE (Algeria) ..	350/500	.. 1/- or 1/6.

PEAGE DUES.—See under Algerian Ports.

BOULOGNE (France) ..	(1) " Welcon "; hours purposes	.. franc. f.t.
	(2) " Welcon "; 500	.. franc. d.d.o.
	(3) " Welcon "; 750/1,000	.. 1/-. d.d.o.
BOURGAS (Bulgaria) ..	4/500	.. 1/- or 1/8.
	2/400 coke	.. c.c. or 1/- or 1/6.

	Delivery.		Cost.
BRAGERNAES QUAY (Nr. Drammen, Norway).	300		.. c.c.
BRAILA (Roumania).	" Danube "; (1) 400/500		.. f.d. or 1/- or 2/-.
	(2) 350/400		.. 2/-.

Despatch at half demurrage rate on all (try) " working " time saved.

3/400	coke	.. 1/-, 1/6 or 3/-.

Owing to the silting up of the mouth of the river, it is advisable for Owners to stipulate that " Any lighterage which may be necessary to enable steamer to reach her port of discharge to be at Charterers' or Receivers' risk and expense."

BRAKE (Germany)	" Welcon "; 5/750		.. 1/-. d.d.o.
	" Welcon "; 3/400	coke	.. 1/6. d.d.o.
BREMEN (Germany)	" Welcon "; 5/800		.. 1/-. d.d.o.
	" Welcon "; 300	coke	.. 1/6. d.d.o.
BREMERHAVEN (Germany)	" Welcon "; 5/800		.. 1/-. d.d.o.
	" Welcon "; 300	coke	.. 1/6. d.d.o.
BREST (France)	(1) " Welcon "; hours purposes		.. franc. f.t.
	(2) " Welcon "; 500		.. franc. d.d.o.

Since July, 1924, the harbour dues have been increased approximately fivefold. A steamer of 678 net register discharging 1,634 tons of coal in June, 1924, incurred charges for harbour dues amounting to 340 francs, and in February, 1925, when discharging a cargo of 1,548 tons, 1,607 francs.

The above dues are levied on a d.w. cargo basis, *i.e.*, bran being so light has to pay approximately a double tariff.

BREVIG (Norway)	250/500		.. c.c. or Kr. 1.50.
BRINDISI (Italy)	4/800		.. 10d.
	300	pitch	.. 1/-.
	1/150	sail	..
BRISBANE (Queensland)	5/750		.. c.c. or not exceeding 2/6.

	Delivery.	Cost.
BRUGES (Belgium)	.. " Welcon " ; 5/1,000	.. franc or 1/-. d.d.o.
BRUNSBUTTEL (Germany).	.. " Welcon " ; 3/1,000	.. c.c. or 1/-. d.d.o.
BRUNSBUTTELKOOG (Germany).	.. " Welcon " ; 1,000	.. c.c. or 1/-. d.d.o.
BRUSSELS (Belgium)	.. " Welcon " ; 500	.. f.d. or franc. d.d.o.
BUENOS AYRES (Argentina).	.. n.a.a. " M.V. & B.A."	
	(1) 500	.. 3/-.
	(2) 800 (rarely)	.. 3/-.

Despatch at half demurrage rate, or £20 per day, on all (try) "working" time saved, computed on the Bill of Lading quantity.

Agency, 20/22 guineas, including despatchers fee.

(3) 500	.. 3/-.
Option scale : 750	.. 3/-, with 9d. reduction in freight.
1,000	.. 3/-, with further 6d. reduction in freight.

Such option to be declared before breaking bulk.

Despatch at half demurrage rate, or £20 per day, on all (try) " working " time saved, computed on the Bill of Lading quantity.

Agency, 20/22 guineas, including despatchers fee.

No Arbitration Clause. Three per cent. brokerage.

BURRIANA (Spain) .. 2/250 .. 2 pesetas.

Steamer to pay Spanish transport tax and harbour dues at port of discharge, if imposed.

BURUTU (Nigeria) .. 200 .. c.c.

United Kingdom and Ireland.

	Delivery.	Cost.
CAHIRCIVEEN	.. " Welcon " ; hours purposes	.. f.d. f.desp.
CAMPBELTOWN	.. " Admiralty " ; 250	.. f.d.
CARRICKFERGUS	.. " Welcon " ; hours purposes	.. f.d. f.desp.
CASTLETOWN (Ireland)	" Welcon " ; hours purposes	.. f.d. f.desp.
CASTLETOWNSHEND	.. " Welcon " ; hours purposes	.. f.d. f.desp.
CHARLESTOWN	.. " Welcon " ; hours purposes	.. f.d. f.desp.
CHATHAM	.. " Admiralty " 7/800	.. f.d.
CLARE CASTLE	.. " Welcon " ; hours purposes	.. f.d. or 1/-. f.desp.
CLONAKILTY	.. " Welcon " ; hours purposes	.. f.d. f.desp.
COLERAINE	.. " Welcon " ; hours purposes	.. 1/-. f.desp.
CORK	.. " Welcon " ; hours purposes	.. 1/- or f.d. f.desp.
COURT MACSHERRY	.. " Welcon " ; hours purposes	.. f.d. f.desp.
COWES	.. " Welcon " ; hours purposes	.. f.d. f.desp.
CROMARTY	.. " Admiralty " ; 1,000	.. f.d.

Foreign Ports.

	Delivery.	Cost.
CABEDELLO (Brazil)	.. f.a.c. 30/50 sail	.. c.c.
CADIZ (Spain)	.. (1) 250/300	.. 2 pesetas.
	Steamer to pay Spanish transport tax and harbour dues at port of discharge, if imposed.	
Do.	(2) 300	.. 2 pesetas.
	Steamer to pay Pts. 2.10 per ton of 1,000 kilos in lieu of transport tax, harbour and quay dues.	
Do.	(3) 300/500	.. 2/-, including agency, customs, pilotage, harbour and port dues, and Spanish taxes.
Do. (Free Quay)	.. (4) 250/400	.. 2 pesetas.
	Transport tax and harbour dues, together amounting to Pts. 1.75 per ton of 1,000 kilos, to be paid by steamer.	
Do. (La Carraca Wharf)	(5) 250	.. 2 pesetas.
	Steamer to pay Spanish transport tax and harbour dues at port of discharge, if imposed.	
	(19′ 6″ maximum arrival draft.)	
CAEN (France)	.. (1) "Welcon"; hours purposes	.. franc. f.t.
	(2) "Welcon"; 500	.. franc. d.d.o.
	(17′ on an even keel is the maximum draft for the safe navigation of the canal.)	
CAGLIARI (Sardinia)	.. 350/500	.. 10d.
CAIBARIEN (Cuba)	.. 300	.. c.c. (about 3/-)
CAIRNS (Queensland)	.. 600 coke	.. 1/6.
CALAIS (France)	.. (1) "Welcon"; hours purposes	.. franc. f.t.
	(2) "Welcon"; 500	.. franc. d.d.o.
	(3) "Welcon"; 750/1,000	.. 1/-. d.d.o.
	"Welcon"; 500 coke	.. 1/-. d.d.o.
CALAMATA (Greece)	.. 300	.. 1/-.

	Delivery.	Cost.
CALCUTTA (India) ..	500	.. c.c.
	(Steamer providing planks, ropes, shoots, and stages.)	
CALDERA (Chile) ..	500 (excl. surf days)	.. c.c.
	1/150 sail „ „	
CALETA BUENA (Chile). ..	500 (excl. surf days)	.. c.c.
	400 coke „ „	.. c.c.
	1/150 sail „ „	
CALETA COLOSO (Chile). ..	500 (excl. surf days)	.. c.c.
	1/150 sail „ „	
CALLAO (Peru) ..	500	.. c.c.
	3/400 coke	.. c.c.
	1/150 sail	..
CAMPANA (Argentina) ..	" River Parana "; (1) 4/500	.. 3/-.
	Despatch at half demurrage rate, or £20 per day, on all (try) " working " time saved, computed on the Bill of Lading quantity.	
	Agency, 20/22 guineas, including despatchers fee.	
	(2) 400	.. 2/-.
	Despatch and Agency, as above.	
CANADA ..	5/1,000	.. f.d.
	Sometimes despatch at half demurrage rate—usually 2d. per n.r.t. per day on all (try) " working " time saved in discharging.	
CANCALE (France) ..	" Welcon "; hours purposes	.. franc. f.t.
CANNES (France) ..	3/400	.. 1/- or franc.
	(Sometimes 18½′ maximum arrival draft.)	
CAPE TOWN (Cape Colony). ..	" Admiralty "; 500	.. f.d.
Do. ..	400	.. 1/-.

	Delivery.	Cost.
CAPE VERDE ISLANDS (1)	3/400	.. 1/6 on Bill of Lading quantity.

Agency, 10 guineas.

Delivery scale: Up to 5,000 tons .. 300 delivery.
Over 5,000 .. 400 ,,

(2) 3/400 .. 1/6 on Bill of Lading quantity.

(*a*) Despatch at half demurrage rate, or £20 per day, on all (try) " working " time saved, computed on the Bill of Lading quantity, or

(*b*) If the chartered rate of delivery be exceeded by 100 tons daily, the cost of discharge to be increased by 1d. per ton, if 200 tons daily, by 2d., and if 300 tons daily, by 3d., etc.

Agency, 10 guineas.

Scale, as above.

(Gold Decree Clause not yet required for this destination).

CARDENAS (Cuba) ..	300		.. c.c. (about 2/-, 2/3).
CARENERO (Venezuela) ..	150		.. c.c.
	100	coke	.. c.c.
	75	sail	..
CARENTAN (France) ..	" Welcon "; hours purposes		.. franc. f.t.
CARLOFORTE (Sardinia)	(1) 350		.. 10d.
	(2) 250		.. 1/-.
CARLSHAMN (Sweden) ..	250/350		.. c.c. or 120 ore.
		coke	.. c.c. or 192 ore.
CARLSKRONA (Sweden)	175/400		.. c.c. or 125 ore.
	150	coke	.. c.c. or 188 ore.
CARRIZAL BAJO (Chile) ..	500	(excl. surf days)	.. c.c.
..	1/150 sail	,, ,,	

	Delivery.		Cost.
CARTAGENA (Colombia)	200		.. c.c.
CARTHAGENA (Spain) ..	250/500		.. 2 pesetas.
		coke	.. 3 pesetas.

Steamer to pay Spanish transport tax and harbour dues at port of discharge, if imposed.

CASABLANCA (Morocco)	250/500		.. 1/-.
CASTELLAMARE DI STABIA (Italy).	400		.. 10d.
CASTELLON (Spain) ..	2/300		.. 2 pesetas.
	(13′ maximum arrival draft.)		

Steamer to pay Spanish transport tax and harbour dues at port of discharge, if imposed.

CASTEL NUOVO (Jugo-Slavia). ..	400		.. 8d. or 10d.
CATANIA (Sicily) ..	4/700		.. 10d.
CATTARO (Jugo-Slavia)	3/800		.. 8d. or 10d.
CEARA (Brazil) ..	1/200		.. 3/-.
	50	sail	..

Despatch at half demurrage rate, or £20 per day, on all (try) "working" time saved, computed on the Bill of Lading quantity.

Agency, 20 guineas.

CEBU (Philippine Islands)	500		.. c.c.
CERRO AZUL (Peru) ..	100	sail (excl. surf. days)	..
CETTE (France) ..	3/500		.. 1/-.
	300	pitch	.. 1/-.

	Delivery.	Cost.
CEUTA (Spanish Morocco)	(1) 300	.. 2 pesetas.

Spanish transport taxes for account of steamer.

(2) 400 .. 1/6.

Charterers' option of discharging steamer at 600 delivery with 3d. reduction in freight.

Steamer to pay 1/- per ton of 1,000 kilos, calculated on the Bill of Lading quantity, to cover transport tax and harbour dues.

(3) 100 per hatch per day .. 1/-.

Steamer to pay 35 centimos tax per ton of 1,000 kilos to cover harbour and/or quay dues, but excluding pilotage and agency.

CHANARAL DE LAS ANIMAS (Chile).	500	(excl. surf days)	.. c.c.
	1/150 sail	,, ,,	

CHANTENAY (France) ..	Sometimes n.a.a.	600	.. franc.
	Sometimes option : (*a*)	800	.. franc, with 1½d. per ton reduction in freight.
		1,000	.. franc, with 3d. per ton reduction in freight.
	(*b*)	1,000	.. franc, with 3d. per ton reduction in freight.
		1,500	.. franc, with 6d. per ton reduction in freight.

CHARLESTON (U.S.A.) 5/1,000 .. f.d.

Sometimes despatch at half demurrage rate—usually 2d. per n.r.t. per day on all (try) " working " time saved in discharging.

CHARLOTTETOWN .. 500 .. f.d.
(Prince Edward Island).

Sometimes despatch at half demurrage rate—usually 2d. per n.r.t. per day on all (try) " working " time saved in discharging.

CHERBOURG (France) .. (1) " Welcon "; hours purposes.. franc. f.t.
(2) " Welcon "; 500 .. franc. d.d.o.

(Extra expenses are incurred if steamer discharges in dock Militaire.)

CHERIBON (Java) .. 150 coke .. lowest c.c.

CHICOUTIMI (Canada) .. 5/1,000 .. f.d.

Sometimes despatch at half demurrage rate—usually 2d. per n.r.t. per day on all (try) " working " time saved in discharging.

	Delivery.		Cost.
CHILIAN PORTS ..	4/500	(excl. surf days)	.. c.c.
	250	coke „ „	.. c.c.
	1/150	sail „ „	
CHIMBOTE (Peru) ..	2/350	(excl. surf days)	.. c.c.
	1/150	sail „ „	
CHRISTIANIA (Norway)	See " Oslo "		
CHRISTIANSAND (Norway). ..	300/350		.. c.c.
CHRISTIANSUND (Norway). ..	300		.. c.c.
CIENFUEGOS (Cuba) ..	400/500		.. c.c.
CIMRISHAMN (Sweden)	2/300		.. c.c.
CIVITA VECCHIA (Italy). ..	(1) 4/600		.. 10d.
	(2) 600		.. 10d.
	Option : 800		.. 10d., freight reduced by 2d.
	1,000		.. 10d., freight reduced by 4d.
	(3) 500		.. 10d.
	Scale : 600		.. 11d.
	700		.. 1/-.
	800		.. 1/1.
	900		.. 1/2.
	1,000		.. 1/3.
	300	pitch	.. 1/-.

When there is congestion at this port, steamers have to remain in the outer harbour until a berth is available, Receivers maintaining that the time for discharging does not commence to count until steamer actually arrives in the port and is berthed.

CLARENVILLE (Newfoundland). .. 5/700 .. f.d.

Sometimes despatch at half demurrage rate—usually 2d. per n.r.t. per day on all (try) " working " time saved in discharging.

COATZACOLCOS (Mexico). .. 500 .. c.c. (about 3/-.)

	Delivery.		Cost.
COBIJA (Chile) ..	500 (excl. surf days)		.. c.c.
	1/150 sail „ „		
COCHIN (India) ..	300		.. c.c.
COLASTINE (Argentina) ..	" River Parana "; 4/500		.. 3/-.

Despatch at half demurrage rate, or £20 per day, on all (try) " working " time saved, computed on the Bill of Lading quantity.

Agency, 20/22 guineas, including despatchers fee.

COLOMBO (Ceylon) ..	" Admiralty "; 5/1,000	.. f.d.
Do. ..	(1) 500	.. 47½ cents. Sometimes on Bill of Lading quantity.
	(2) 500	.. 47½ cents.

Agency, 10 guineas.

Despatch at half demurrage rate on all time saved in discharging. Sufficient moneys to be advanced by Receivers at port of discharge to pay steamer's ordinary inward disbursements, for which Owners are to pay 2½ per cent. interest.

COLON (Uruguay) ..	" River Uruguay "; 3/350	.. 2/6 on Bill of Lading quantity.

Despatch at half demurrage rate, or £20 per day, on all (try) " working " time saved, computed on the Bill of Lading quantity.

Agency, 20/22 guineas, including despatchers fee.

(19′ maximum arrival draft.)

CONSTANTINOPLE (Turkey). ..	4/500		.. 1/- or 2/-.

As no work is effected here on Fridays, it is suggested that " Fridays and holidays " be excluded from the counting of time instead of " Sundays and holidays " in the Charter-party.

CONSTANTZA (Roumania)	3/400		.. 1/- or 2/-.
	350	coke	.. 1/6.
COPENHAGEN (Denmark). ..	3/1,100		.. c.c. or Kr. 1.25.
	350	coke	.. c.c. or Kr. 2.00.
		fuel	.. c.c. or Kr. 1.40.

	Delivery.	Cost.
COQUIMBO (Chile) ..	500 (excl. surf days) 1/150 sail „ „	.. c.c.
CORCUBION (Spain) ..	2/350	.. 2 pesetas.

Steamer to pay Spanish transport tax and harbour dues at port of discharge, if imposed.

CORFU (Greece) ..	250/350	.. 1/-.
CORNERBROOK (Newfoundland). ..	5/1,000	.. f.d.

Sometimes despatch at half demurrage rate—usually 2d. per n.r.t. per day on all (try) " working " time saved in discharging.

CORUNNA (Spain) ..	2/400	.. 2 pesetas.

Steamer to pay Spanish transport tax and harbour dues at port of discharge, if imposed.

COSTA RICA ..	400	.. c.c.
COTONU (Dahomey) ..	(1) 1/150	.. f.d.
	(2) 200	.. 1/-.
COUERON (France) ..	Sometimes n.a.a. 5/600	.. franc.
CRONSTADT (Russia) ..	(Within Moles) 3/400	.. 3/6.

Steamer to be free of all expenses at discharging port, including stevedoring, port charges, pilotages, etc., excepting agency fee of £10 10s. 0d. and 1d. per n.r.t. registration dues, but Owners to pay Charterers 3/6 per ton on the quantity of cargo on which freight is paid. This sum to be deducted from the freight.

Owners to pay Charterers despatch money at half demurrage rate for any time saved in the discharging.

Charterers to have free use of steamer's passenger accommodation, Owners agreeing to take at least one passenger if required by Charterers, Charterers paying 5/- per day subsistence money.

Ship to be bound to accept services of icebreaker and/or icebreakers as and when directed by Charterers or their representative for entering and/or leaving discharging port immediately upon discharge of this present coal cargo. Upon leaving loading port ship must communicate her daily position by wireless to Lednach, Leningrad, and upon entering the Baltic must wireless to the same address her name, nationality, draft, quantity and class of cargo, radio signals and time of wireless watch. Before leaving discharging port immediately upon discharge of this present coal cargo, ship must again communicate with Lednach, Leningrad, giving at least 48 hours notice of intended departure. Should Charterers or their representative decide that it is impossible for ship to enter discharging port owing to ice, ship to proceed to a near accessible port as ordered by Charterers or their representative, and there deliver the cargo in the terms of this Charter-party, but at the customary rate of discharge and conditions of the substituted port.

	Delivery.	Cost.
CUL-DE-SAC MARIN (Martinique). ..	250 sail or steam	.. c.c.
CUMANA (Venezuela) ..	(1) 75 tons per hatch per day, 150 total	.. c.c.
	(2) 150	.. c.c.
	100 coke	.. c.c.
	75 sail	
CURAÇAO (Dutch West Indies). ..	(1) 500	.. f.d. Free port charges.
	(2) 300	.. c.c.
	(3) 600	.. 50 cents. Free port charges.
CUXHAVEN (Germany) ..	"Welcon"; 5/1,000	.. 1/-. d.d.o.
CYPRUS ..	250	.. 1/6.

United Kingdom and Ireland.

	Delivery.	Cost.
DARTMOUTH ..	"Welcon"; 500	.. f.d.
DEPTFORD (n.a.a.) ..	"Welcon"; hours purposes.	.. f.d. f.desp.
For further particulars, see "Thames."		
DEVONPORT ..	"Admiralty"; 250/700	.. f.d.
DINGLE ..	"Welcon"; hours purposes	.. f.d. f.desp.
DONAGHADEE ..	"Welcon"; hours purposes	.. 1/-. f.desp.
DONEGAL ..	"Welcon"; hours purposes	.. f.d. f.desp.

	Delivery.	Cost.
DOWELLS WHARF (Thames).	.. "Welcon"; hours purposes (n.a.a.).	.. f.d. f.desp.

For further particulars, see "Thames."

DROGHEDA	.. "Welcon"; hours purposes	.. 1/-. f.desp.
DUBLIN	.. "Welcon"; hours purposes	.. 1/-. f.desp.

Steamer to be free of all port charges, and of all dues on cargo, same to be for account of Receivers.

DUNDALK	.. "Welcon"; hours purposes	.. 1/-. f.desp.
DUNGARVAN	.. "Welcon"; hours purposes	.. f.d. f.desp.

Foreign Ports.

	Delivery.	Cost.
DAHLSBRUK (Finland) ..	3/350	.. c.c.
DAKAR (Senegal) ..	(1) 3/500	.. 1/9 on the Bill of Lading quantity, including port dues, if any.

Despatch at half demurrage rate, or £20 per day, on all (try) "working" time saved, computed on the Bill of Lading quantity.

Agency, 10 guineas.

	(2) 3/400	.. 1/9, on the Bill of Lading quantity, including port dues, if any.

Delivery Scale: Up to 5,000 tons .. 300 delivery.
Over 5,000 ,, .. 400 ,,

Despatch and Agency as in No. (1).

DALSBRUK (Finland) ..	300/350	.. c.c.
DAMAN (India—Portuguese) ..	750	.. c.c.

"All increased disbursements in consequence of port dues being payable in gold as per Government decree, owing to steamer not being under the Portuguese flag, to be borne and paid for by Charterers."

	Delivery.	Cost.
DANIA PIER—MARIAGER FIORD (Denmark).	400	.. c.c.
DANUBE (Roumania) (Galatz, Braila or Ibrail).	.. "Danube"; (1) 350/500	.. f.d. 1/- or 2/-.
	(2) 350/400	.. 2/-.

Despatch at half demurrage rate on all (try) "working" time saved.

Owing to the silting up of the entrance channel, it is advisable for Owners to stipulate that "Any lighterage which may be necessary to enable steamer to reach her port of discharge to be at Charterers' or Receivers' risk and expense."

DANZIG (Free City)	.. 3/450	.. 1/-.
DAR ES SALAAM (Tanganika).	.. 100 tons per hatch per day	.. c.c.
DARSENA (Argentina)	.. See Buenos Ayres.	
DEDEAGATCH (Greece)	2/250	.. 2/-.
DEGERHAMN (Sweden)..	300	.. c.c.
DE HELDER (Holland) ..	(1) "Welcon"; 400/500	.. 1/-. d.d.o.
	(2) "Welcon"; 500	.. 1/6. d.d.o.

"In computing time in Dutch ports, from 1 p.m. on Saturdays to 6 a.m. on Mondays and from midnight on the day previous to a holiday until 6 a.m. on the day following such holiday shall be excepted periods in lieu of Sundays and holidays in Clauses 5 and 16; except that for the purpose of computing despatch the time from 1 p.m. to midnight on Saturdays shall not be excepted, but shall count as lay time, whether used or not."

DELAGOA BAY (Portuguese East Africa).	.. "Admiralty"; 500	.. f.d.
DELFZYL (Holland)	.. "Welcon"; 5/750	.. 1/-. d.d.o.

"In computing time in Dutch ports, from 1 p.m. on Saturdays to 6 a.m. on Mondays and from midnight on the day previous to a holiday until 6 a.m. on the day following such holiday shall be excepted periods in lieu of Sundays and holidays in Clauses 5 and 16; except that for the purpose of computing despatch the time from 1 p.m. to midnight on Saturdays shall not be excepted, but shall count as lay time, whether used or not."

		Delivery.	Cost.
DEMERARA (British Guiana).	(1)	250/300	.. c.c.
	(2)	500	.. c.c. (about 2/-)

DENIA (Spain) .. 2/250 .. 2 pesetas.

Steamer to pay Spanish transport tax and harbour dues at port of discharge, if imposed.

DERINDJE (Asia Minor) 350/500 .. 1/- or 2/-.

DICIDO (Spain) .. 250 .. 2 pesetas.

Steamer to pay Spanish transport tax and harbour dues at port of discharge, if imposed.

DIEGO SUAREZ (Madagascar). .. (1) 350/400 .. f.d. or 1/-

Sometimes despatch at £20 per working day saved.

(2) 350 .. 2/-.

Despatch at £10 per day on all time saved in discharging.

Agency, £10 10s.

Some Charterers require the option of discharging the vessel on Sundays and holidays, time so occupied not to count, and further demand an undertaking from owners that such vessel will not be chartered to load outwards from either Madagascar or Reunion.

DIEPPE (France) .. (1) "Welcon"; hours purposes .. franc. f.t.

(2) "Welcon"; 500 .. franc. d.d.o.

Try for "Freight to be paid on the Bill of Lading quantity."

DIETRICHSDORF (Germany). .. 250 .. 1/-.

DJIBOUTI (French Somaliland). .. 100 per hatch per day or 500 .. 2/-.

Sometimes despatch at £10 per working day saved.

DORDRECHT (Holland) .. "Welcon"; 350/500 .. 1/-. d.d.o.

Sometimes not exceeding 17′ maximum arrival draft.

"In computing time in Dutch ports, from 1 p.m. on Saturdays to 6 a.m. on Mondays and from midnight on the day previous to a holiday until 6 a.m. on the day following such holiday shall be excepted periods in lieu of Sundays and holidays in Clauses 5 and 16; except that for the purpose of computing despatch the time from 1 p.m. to midnight on Saturdays shall not be excepted, but shall count as lay time, whether used or not."

	Delivery.		Cost.
DOUARNENEZ (France). ..	30/40	sail	
DRAMMEN (Norway) ..	300/500		.. f.d. or c.c. or Kr. 2.10.
	200/250	coke	.. c.c.
DROBAK (Norway) ..	3/500		.. c.c.
DRONTHEIM (Norway) ..	3/350		.. c.c.
	250	coke	.. c.c.
DUALA (Cameroons). ..	3/500		.. 1/- or 1/6.
DUNEDIN (New Zealand). ..	500		.. c.c.
DUNKIRK (France) ..	(1) " Welcon "; hours	purposes	.. franc. f.t.
	(2) " Welcon "; 500		.. franc. d.d.o.
	(3) " Welcon "; 750/1,000		.. 1/-. d.d.o.
	" Welcon "; 500	coke	.. 1/-. d.d.o.
DURBAN (Natal) ..	" Admiralty "; 500		.. f.d.
DUSSELDORF (Germany). ..	" Welcon "; 4/600		.. 1/-. d.d.o.
DWARKA (India) ..	3/400		.. c.c.

United Kingdom and Ireland.

	Delivery.		Cost.
ERITH	.. " Welcon " ; hours	purposes	.. f.d. f.desp.

Foreign Ports.

	Delivery.		Cost.
EKENAES (Finland)	.. 350		.. c.c.
EKERSUND (Norway)	.. 250/300		.. c.c.
EL ARISH (Morocco)	.. 150/250		.. 2 pesetas.
	Transport tax, if imposed, to be for account of steamer.		
	Sometimes not exceeding 12′ maximum arrival draft.		
ELBE (Germany)	.. " Welcon " ; 5/1,000		.. 1/-. d.d.o.
	" Welcon " ; 500	coke	.. 1/6. d.d.o.
ELEUSSIS (Greece)	.. 350/500		.. 1/-.
ELSFLETH (Germany)	.. " Welcon " ; 4/600		.. 1/-. d.d.o.
ELSINORE (Denmark)	.. 3/500		.. c.c. or Kr. 1.25.
		coke	.. c.c. or Kr. 2.00.
		fuel	.. c.c. or Kr. 1.40.
EMDEN (Germany)	.. " Welcon " ; 4/1,000		.. 1/-. d.d.o.
	" Welcon " ; 3/500	coke	.. 1/6. d.d.o.

	Delivery.	Cost.
ENSENADA (Argentina) ..	See La Plata.	
ERGASTERIA (Greece) ..	3/400	.. 1/-.
	2/300 coke	.. c.c. or 1/-.
ESBJERG (Denmark) ..	3/500	.. c.c. or Kr. 1.25.
	coke	.. c.c. or Kr. 2.00.
	fuel	.. c.c. or Kr. 1.40.
ESBO (Helsingfors) (Finland). ..	200	.. c.c.
ESQUIMALT (Canada) ..	" Admiralty "; 2/300	.. f.d.
ETEN (Peru) ..	350 (excl. surf days)	.. c.c.
	1/250 sail „ „	

United Kingdom and Ireland.

	Delivery.	Cost.
FALMOUTH ..	" Welcon "; hours purposes	.. f.d. f.desp.
FELIXSTOWE ..	" Admiralty "; 300	.. f.d.
FENIT ..	" Welcon "; hours purposes	.. f.d. f.desp.
FIDDOWN ..	" Welcon "; hours purposes	.. f.d. f.desp.
FOWEY ..	" Welcon "; hours purposes	.. f.d. f.desp.

	Delivery.	Cost.
FOYNES	.. " Welcon " ; hours purposes	.. f.d. f.desp.
FREMINGTON	.. " Welcon " ; hours purposes	.. f.d. f.desp.

Foreign Ports.

	Delivery.	Cost.
FAABORG (Denmark)	.. 2/450	.. c.c. or Kr. 1.03.
FAGERVIK (Sweden)	.. 500	.. c.c.
FALKENBURG (Sweden)	2/300	.. c.c.
FALKLAND ISLANDS	.. " Admiralty " ; 500	.. f.d.
FALLS RIVER (U.S.A.).	.. 1,000	.. f.d.

Sometimes despatch at half demurrage rate—usually 2d. per n.r.t. per day on all (try) " working " time saved in discharging.

FAMAGUSTA (Cyprus)	.. 2/300	.. 1/- or 1/6.
FARO (Portugal)	.. 80/200	.. 1/6.

All increased disbursements in consequence of port dues being payable in gold as per Government decree, owing to steamer not being under the Portuguese flag, to be borne and paid for by Charterers.

FAROSUND (Sweden)	.. 300	.. c.c.
FARSUND (Norway)	.. 250/300	.. c.c.
FASKRUDSFJORD (Iceland).	.. 2/250	.. c.c.

	Delivery.	Cost.
FAYAL (Azores)	(1) 250/450	1/6.

Agency, 10 guineas.

" All increased disbursements in consequence of port dues being payable in gold as per Government decree, owing to steamer not being under the Portuguese flag, to be borne and paid for by Charterers."

(2) 250/450	1/6.
If the chartered rate of delivery is exceeded by 50 tons per day, the cost of discharge to be	1/7½ per ton.
If by 100 tons per day, then	1/9 "
" 150 " " "	1/10½ "
" 200 " " "	2/- "

Agency, 10 guineas.

" All increased disbursements in consequence of port dues being payable in gold as per Government decree, owing to steamer not being under the Portuguese flag, to be borne and paid for by Charterers."

FECAMP (France)	" Welcon "; hours purposes	franc. f.t.
FEDALAH (Morocco)	250	1/-.
FERROL (Spain)	2/400	2 pesetas.

Steamer to pay Spanish transport tax and harbour dues at port of discharge, if imposed.

FIGUEIRA (Portugal)	150/250	1/6.

" All increased disbursements in consequence of port dues being payable in gold as per Government decree, owing to steamer not being under the Portuguese flag, to be borne and paid for by Charterers."

(10½' maximum arrival draft.)

FIUME (Italy)	4/500	8d. or 10d.
FLEKKEFIORD (Norway)	250/300	c.c.
FLENSBURG (Germany).	(1) 4/500	1/-.
	(2) 500	f.d.

		Delivery.		Cost.
FLORIANOPOLIS (Brazil)	..	300		.. 3/-.

Despatch at half demurrage rate, or £20 per day, on all (try) "working" time saved, computed on the Bill of Lading quantity.

Agency, 20 guineas.

(maximum arrival draft not to exceed 16'.)

FLUSHING (Holland)	..	"Welcon";	400	.. f.d. or 1/- or franc (Belg.). d.d.o.

"In computing time in Dutch ports, from 1 p.m. on Saturdays to 6 a.m. on Mondays and from midnight on the day previous to a holiday until 6 a.m. on the day following such holiday shall be excepted periods in lieu of Sundays and holidays in Clauses 5 and 16; except that for the purpose of computing despatch the time from 1 p.m. to midnight on Saturdays shall not be excepted, but shall count as lay time, whether used or not."

FORT DE FRANCE (Martinique).	..	500		.. 2/-.
		50	sail	..

FRANCAVILLA (Italy)	..	300		.. 10d.

FRAY BENTOS (Uruguay)	..	"River Uruguay";	3/350	.. 2/6 or 1/6 on Bill of Lading quantity.

Despatch at half demurrage rate, or £20 per day, on all (try) "working" time saved, computed on the Bill of Lading quantity.

Agency, 20/22 guineas, including despatchers fee.

(19½' maximum arrival draft.)

FREDERICIA (Denmark)	3/600		.. c.c. or Kr. 1.25.
		coke	.. c.c. or Kr. 2.00.
		fuel	.. c.c. or Kr. 1.40.

FREDERIKSHAMN (Finland).	..	3/350	.. c.c.

FREDERIKSHAVN (Denmark).	..	250/500		.. c.c. or Kr. 1.25.
			coke	.. c.c. or Kr. 2.00.
			fuel	.. c.c. or Kr. 1.40.

	Delivery.	Cost.
FREDRIKSHALD (Norway). ..	350/500	.. c.c.
FREDRIKSSKANS (Gefle, Sweden). ..	600	.. c.c.
FREDRIKSSTAD (Norway). ..	3/350	.. c.c.
FREDRIKSSUND (Denmark). ..	250/350	.. c.c. or Kr. 1.03
FREEMANTLE (Western Australia). ..	5/800	.. c.c. or not exceeding 2/6.
FREETOWN (Sierra Leone). ..	250/400	.. 2/3 on Bill of Lading quantity, inclusive of port dues.

Agency, 10 guineas.

FUNCHAL (Madeira) .. (1) 3/400 .. 2/- on the Bill of Lading quantity, including all taxes and port dues.

Agency, £10 10s. 0d.

Delivery scale: Up to 5,000 tons .. 300 delivery.
Over 5,000 „ .. 400 „

(2) 3/400 .. 2/- on the Bill of Lading quantity, including all taxes and port dues.

Despatch at half demurrage rate, or £20 per day, on all (try) "working" time saved, computed on the Bill of Lading quantity.

Agency, £10 10s. 0d.

Scale—as above.

United Kingdom, Channel Islands, and Ireland.

	Delivery.	Cost.
GALWAY	.. " Welcon "; hours purposes	.. f.d. f.desp.
GARSTON	.. " Welcon "; hours purposes	.. f.d. f.desp.

Time not to count from midday on Saturdays until 6 a.m. on Mondays, unless used or unless steamer previously on demurrage.

GLASGOW	.. " Welcon "; hours purposes	.. f.d. f.desp.
GRAVESEND	.. " Welcon "; hours purposes	.. f.d. f.desp.
GRAYS	.. " Welcon "; hours purposes	.. f.d. f.desp.
GREAT YARMOUTH	.. " Welcon "; hours purposes	.. f.d. f.desp.
GREENHITHE	.. " Welcon "; hours purposes	.. f.d. f.desp.

Sometimes Charterers stipulate for maximum arrival draft of 13′ 6″.

GREENOCK	.. " Welcon "; hours purposes	.. f.d. f.desp.
	" Admiralty "; 250	.. f.d.
GUERNSEY	.. " Welcon "; hours purposes	.. f.d. f.desp.

Foreign Ports.

	Delivery.	Cost.
GAETA (Italy)	.. 3/500	.. 10d.
GALATZ (Roumania)	.. " Danube "; (1) 400/500	.. f.d. or 1/- or 2/-.
	(2) 350/400	.. 2/-.

Despatch at half demurrage rate on all (try) " working " time saved.

	300 coke	.. 3/-.

Owing to the silting up of the mouth of the river, it is advisable for Owners to stipulate that " Any lighterage which may be necessary to enable steamer to reach her port of discharge to be at Charterers' or Receivers' risk and expense."

	Delivery.	Cost.
GALLEGOS (Argentina).	.. (1) 200	.. 3/-.
	.. (2) 150 per hatch per day (part cargo-liner terms).	
GALLIPOLI (Italy)	.. 3/500	.. 10d.
GALVESTON (U.S.A.)	.. 5/1,000	.. f.d.

Sometimes despatch at half demurrage rate—usually 2d. per n.r.t. per day on all (try) " working " time saved in discharging.

GAMBIA (River)	.. f.a.c. as customary	.. 1/-.

Stipulate for " Not above Macarthy Island."

GAMLA CARLEBY (Finland).	.. 250/300	.. c.c.
GANDIA (Spain)	.. 250/350	.. 2 pesetas.
	250 coke	.. 3 pesetas.
	(16′ maximum arrival draft.)	

Steamer to pay Spanish transport tax and harbour dues at port of discharge, if imposed.

GARRUCHA (Spain)	.. 250	.. 2 pesetas

Steamer to pay Spanish transport tax and harbour dues at port of discharge, if imposed.

GASPE (Canada)	.. 5/800	.. f.d.

Sometimes despatch at half demurrage rate—usually 2d. per n.r.t. per day on all (try) " working " time saved in discharging.

GATICO (Chile)	.. 500 (excl. surf days)	.. c.c.
	1/150 sail „ „	
GAZA (Palestine)	.. 2/350	.. f.d. or 1/-.
GEESTEMUNDE (Germany).	.. " Welcon " ; 500	.. 1/-. d.d.o.
GEFLE (Sweden)	.. 3/600	.. c.c.

		Delivery.		Cost.
GENOA (Italy)	..	600		.. 6½d.
Sometimes scale :		800		.. 8d.
		1,000		.. 10d.
		300	pitch	.. 1/-.
		3/400	coke	.. 10d. or 1/-.
GEORGETOWN (Demerara).	..	250/500		.. c.c.
GHENT (Belgium)	..	" Welcon " ; (1) 5/1,500		.. f.d., franc, 6d. or 1/-. d.d.o.
		" (2) 500		.. 1 franc. d.d.o.
		Option : 1,000		.. 1 franc, less 3d. reduction in freight.
		" 1,500		.. 1 franc, less 6d. reduction in freight.
		500	coke	.. 1/-. d.d.o.
GIBRALTAR	..	" Admiralty " ; 1,000 Summer months.		.. f.d.
		900 Winter months		f.d.
Do.	..	500		.. 1/6. Sometimes on Bill of Lading quantity.
Despatch Scales : (1)		700 1/8	(2) 750 1/9.	
		900 1/10	1,000 2/-.	
		1,100 2/-.		
GIJON (Spain)	..	250/400		.. 2 pesetas.

Steamer to pay Spanish transport tax and harbour dues at port of discharge, if imposed.

GIRGENTI (Sicily)	..	3/400	.. 10d.
GIULIANOVA (Italy)	..	300	.. 10d.
GJEDSER (Denmark)	..	200	.. c.c.

	Delivery.		Cost.
GLUCKSTADT (Germany).	.. " Welcon " ; 300		.. 1/-. d.d.o.
GOLFO ARANCI (Sardinia).	.. 3/400 (Arrival draft not to exceed 21'.)		.. 10d.
GOTHENBURG (Sweden).	.. (1) 3/1,000		.. c.c. or 138 ore or (by grabs) 80 ore.
	(2) 700		.. 1/-.
		coke	.. c.c. or 205 ore or (by grabs) 113 ore.
GRANVILLE (France)	.. " Welcon " ; hours purposes		.. franc. f.t.
GRAVELINES (France)	.. " Welcon " ; hours purposes		.. franc. f.t.
GRAVOSA (Jugo-Slavia) ..	3/500		.. 8d. or 10d.
	250/300	coke	.. 1/- or 1/6.
GREAKER (Norway)	.. 400		.. c.c. or Kr. 1.96.
GRENAA (Denmark)	.. 200/250		.. c.c. or Kr. 0.87.
GRIMSTAD (Norway)	.. 3/350		.. c.c.
GRONINGEN (Holland).	.. " Welcon " ; 300		.. 1/-. d.d.o.

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GROVDAL (Norway)	.. 300		.. c.c.

	Delivery.		Cost.
GRUZ (Jugo-Slavia) ..	400		.. 8d.
	300	coke	.. 1/-.
GRYTVIKEN .. (South Georgia).	150/200		.. f.d.
GUADELOUPE .. (French West Indies).	2/500		.. c.c.
	50/200	sail	
GUANTANAMO (Cuba) ..	3/400		.. c.c. (about 2/6.)
GUAYANNILLA .. (Porto Rico).	500		.. c.c. or 10d.
	200	fuel	.. c.c. or 10d.

Labour has to be brought from Ponce.

GUAYMAS (Mexico) ..	350		.. c.c.

United Kingdom and Ireland.

	Delivery.		Cost.
HARWICH	.. "Admiralty";	400	.. f.d.
HAULBOWLINE	.. "Admiralty";	4/700	.. f.d.
HAYLE (n.a.a.)	.. "Welcon";	hours purposes	.. f.d. f.desp.
HEYSHAM	.. "Welcon";	hours purposes	.. f.d. f.desp.

Time not to count from midday on Saturdays until 6 a.m. on Mondays, unless used or unless steamer previously on demurrage.

HOWTH HARBOUR	.. "Welcon";	hours purposes	.. 1/-. f.desp.

Foreign Ports.

	Delivery.		Cost.
HADERSLEBEN (Denmark).	(1) 2/300		c.c. or Kr. 1.25.
	(2) 300		1/-.
		coke	c.c. or Kr. 2.00.
		fuel	c.c. or Kr. 1.40.
HAFNARFJORD (Iceland).	150/300		c.c.
HAIDA PASHA (Asia Minor).	4/500		1/-.
	(20′ maximum arrival draft.)		
HAIFFA (Palestine)	4/800		f.d. or 1/- or 2/-.
HALIFAX (Nova Scotia)	"Admiralty"; 500		f.d.
Do.	5/1,000		f.d.
	Sometimes despatch at half demurrage rate—usually 2d. per n.r.t. per day on all (try) "working" time saved in discharging.		
HALMSTAD (Sweden)	(1) 300		c.c. or 110 ore.
	(2) 400		10d.
		coke	c.c. or 190 ore.
HAMBURG (Germany)	"Welcon"; 5/1,000		1/-. d.d.o.
	"Welcon"; 500	coke	1/6. d.d.o.
HAMILTON (Bermudas)	500		f.d.
HAMMERFEST (Norway).	3/350		c.c.
HANGO (Finland)	3/400		c.c.
HARBURG (Germany)	"Welcon"; 5/1,000		1/-. d.d.o.

	Delivery.	Cost.
HARFLEUR (France)	.. " Welcon " ; hours purposes	.. franc. f.t.
HARLINGEN (Holland)	.. " Welcon " ; 400/500	.. 1/- or 1/6. d.d.o.

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HARNAS (Sweden)	.. 400	.. c.c.
HARSTAD (Norway)	.. 400	.. c.c.
HASLE (Denmark)	.. 250	.. c.c.
HAUGESUND (Norway)	3/350	.. c.c.
HAVANA (Cuba)	.. (1) 5/600	.. 1/- or 2/6.
	(2) 600	.. 45 cents. (U.S.).
	250 coke	.. c.c.
HAVRE (France)	.. (1) " Welcon " ; hours purposes	.. franc. f.t.
	(2) " Welcon " ; 500	.. franc. d.d.o.

Do. (Tancarville—Garage de Graville). 17′ is the maximum arrival draft for this discharging place.

Do. (Collier Dock—Bassein Vauban). It is inadvisable to send steamers with an arrival draft exceeding 18′ to this dock, excepting on Spring tides.

HAWAII (Hawaiian Islands)	600	.. f.d.
HAYNASCH (or AINEJ) (Latvia).	400	.. c.c.
	(12′ maximum arrival draft.)	
HELDER (THE) (Holland).	.. " Welcon " ; (1) 400/500	.. 1/-. d.d.o.
	" Welcon " ; (2) 500	.. 1/6. d.d.o.

" In computing time in Dutch ports, from 1 p.m. on Saturdays to 6 a.m. on Mondays and from midnight on the day previous to a holiday until 6 a.m. on the day following such holiday shall be excepted periods in lieu of Sundays and holidays in Clauses 5 and 16 ; except that for the purpose of computing despatch the time from 1 p.m. to midnight on Saturdays shall not be excepted, but shall count as lay time, whether used or not."

	Delivery.		Cost.
HELLEVOETSLUIS (Holland).	.. (1) " Welcon " ; 250		.. 1/-. d.d.o.
	(16′ maximum arrival draft.)		
	(2) " Welcon " ; 500		.. 1/-. d.d.o.

" In computing time in Dutch ports, from 1 p.m. on Saturdays to 6 a.m. on Mondays and from midnight on the day previous to a holiday until 6 a.m. on the day following such holiday shall be excepted periods in lieu of Sundays and holidays in Clauses 5 and 16 ; except that for the purpose of computing despatch the time from 1 p.m. to midnight on Saturdays shall not be excepted, but shall count as lay time, whether used or not."

HELSINGBORG (Sweden). ..	250/900		.. c.c. or 109 ore.
	250	coke	.. c.c. or 185 ore.
HELSINGFORS (Finland) ..	250/500		.. c.c. or 1/-
	250/300	coke	.. c.c.
HELSINGOR (Denmark) ..	3/500		.. c.c. or Kr. 1.25.
..		coke	.. c.c. or Kr. 2.00.
		fuel	.. c.c. or Kr. 1.40.

HEMIXEN (Belgium) .. " Welcon " ; 200 .. franc. f.desp.

HENNEBONT PORT (Above bridges—n.a.a.) 400 .. franc.
(France).

(Maximum height from ballast line to top of mast, 65′.)

HENNEBONT (Trois Sapins—b.b., n.a.a.) 4/500 .. franc.
(France)

Draft not to exceed 14′ Spring tides ; maximum length for turning in river, 210′.

HERNOSAND (Sweden) ..	3/350	.. c.c.
	coke, 60 per hatch per day	.. c.c.

	Delivery.		Cost.
HERRENWYK (Germany).	5/1,500		f.d. or 1/-.
HILO (or Byron Bay) (Hawaiian Islands)	f.a.c.		c.c.
HOBOKEN (Belgium)	" Welcon " ; 500		f.d. or franc. d.d.o.
HOBRO (Denmark)	175/300		c.c. or Kr. 1.25.
		coke	c.c. or Kr. 2.00.
		fuel	c.c. or Kr. 1.40.
HOEVIK (Norway)	250		c.c.
HOGANAS (Sweden)	300		c.c.
HOLBAEK (Denmark)	2/300		c.c. or Kr. 1.25.
		coke	c.c. or Kr. 2.00.
		fuel	c.c. or Kr. 1.40.
HOLMSTRAND (Norway)	300		c.c.
HOLMSUND (Sweden)	300		c.c.
HOLTENAU (Germany)	5/750		1/-.
HONFLEUR (France)	(1) " Welcon " ; hours purposes		franc. f.t.
	(2) " Welcon " ; 500		franc. d.d.o.
HONG-KONG (China)	" Admiralty " ; 700		f.d.
Do.	500		c.c. or 1/-.

(Maximum length, 450′ ; maximum arrival draft, 24′.)

	Delivery.	Cost.
HONOLULU (Hawaiian Islands)	(1) 500	3/-.
	(2) 5/600	75 cents.
	(3) f.a.c.	c.c.

HOORN (Holland) .. "Welcon"; 500 .. 1/-. d.d.o.

(Not exceeding 10′ arrival draft.).

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HORSENS (Denmark) .. 3/500 .. c.c. or Kr. 1.25.

coke .. c.c. or Kr. 2.00.

fuel .. c.c. or Kr. 1.40.

HORTA (Azores) .. 250/450 .. 1/6.

If the chartered rate of delivery is exceeded by 50 tons per day, the cost of discharge to be .. 1/7½ per ton.

If by 100 tons per day, then .. .. .. 1/9 ,,

,, 150 ,, ,, ,, ... 1/10½ ,,

,, 200 ,, ,, ,, ... 2/- ,,

Agency, 10 guineas.

"All increased disbursements in consequence of port dues being payable in gold as per Government decree, owing to steamer not being under the Portuguese flag, to be borne and paid for by Charterers."

HORTEN (Norway) .. (1) 300/350 .. c.c. or 1/-.

(2) 300 .. c.c. or Owners' stevedore.

(Account of the Norwegian Navy).

HUACHO (Peru) .. 350 (excl. Surf days) .. c.c.

1/150 sail ,, ,,

HUDIKSVALL (Sweden) 3/350 .. c.c.

	Delivery.	Cost.
HUELVA (Spain)	.. (1) 250/500	.. 2 pesetas.

Steamer to pay Spanish transport tax and harbour dues at port of discharge, if imposed.

	(2) 400	.. 1½ pesetas.

Steamer to pay at Huelva 2 pesetas per ton of 1,000 kilos of coal cargo d.w. for Spanish transport tax, harbour dues and anchorage tax.

	(3) 350	.. 1½ pesetas.

Steamer to pay at Huelva 2 pesetas per 1,000 kilos to cover all taxes on cargo, including anchorage dues.

HUMBERMOUTH (Newfoundland).	.. 500/800	.. f.d.

Sometimes despatch at half demurrage rate—usually 2d. per n.r.t. per day on all (try) " working " time saved in discharging.

HUNGERBURG (Esthonia).	.. 350/500	.. c.c.
HUSUM (Germany)	.. 250/400	.. 1/-.

United Kingdom and Ireland.

	Delivery.	Cost.
INVERGORDON	.. " Admiralty " ; 500	.. f.d.

Foreign Ports.

	Delivery.	Cost.
IBICUY (Argentina)	.. " River Parana " ; 4/500	.. 3/-.

Despatch at half demurrage rate, or £20 per day, on all (try) " working " time saved, computed on the Bill of Lading quantity.

Agency, 20/22 guineas, including despatchers fee.

	Delivery.	Cost.
IBRAIL (Roumania)	.. " Danube " ; (1) 400/500	.. f.d. 1/- or 2/-.
	(2) 350/400	.. 2/-.

Despatch at half demurrage rate on all (try) " working " time saved.

3/400 coke .. 1/-, 1/6 or 3/-.

Owing to the silting up of the mouth of the river, it is advisable for Owners to stipulate that " Any lighterage which may be necessary to enable steamer to reach her port of discharge to be at Charterers' or Receivers' risk and expense."

IJMUIDEN (Holland) .. " Welcon " ; 500 .. f.d. or 1/-. d.d.o.

Do. (Herring Harbour) " Welcon " ; 500 .. 1/-. d.d.o.

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ILOILO (Philippine Islands) 500 .. c.c.

IQUIQUE (Chile) .. 4/500 (excl. surf days) .. c.c.
400 coke „ „ .. c.c.
1/150 sail „ „

ISAFJORD (Iceland) .. 150/200 .. c.c.

ISIGNY (France) .. " Welcon " ; hours purposes .. franc. f.t.

ISLA CRISTINA (Ayamonte—Spain) .. 2/300 .. 2 pesetas.
(13′ maximum arrival draft).

Steamer to pay Spanish transport tax and harbour dues at port of discharge, if imposed.

ISMAILIA (Egypt) .. 3/500 .. 1/-.

ISMID (Asia Minor) .. 4/500 .. 1/- or 2/-.

	Delivery.		Cost.
ITZEHOE (Germany)	.. "Welcon"; 250		.. c.c. d.d.o.
IVIZA (Balearic Islands–Spain).	.. 2/250		.. 2 pesetas.

Steamer to pay Spanish transport tax and harbour dues at port of discharge, if imposed.

United Kingdom, Channel Islands, and Ireland.

	Delivery.		Cost.
JERSEY	.. "Welcon"; hours	purposes	.. f.d. f.desp.

Foreign Ports.

	Delivery.		Cost.
JACKSONVILLE (U.S.A.)	1,000		.. f.d.

Sometimes despatch at half demurrage rate—usually 2d. per n.r.t. per day on all (try) "working" time saved in discharging.

JACOBSTAD (Finland)	.. 2/250		.. c.c.
JAFFA (Palestine)	.. 250/400		.. f.d. or 1/- or 1/3.
JAMAICA (British West Indies).	.. "Admiralty"; 350		.. f.d.
Do.	.. 4/500		.. c.c. not exceeding 1/8.
JAVA (Dutch East Indies)	5/1,500		.. c.c.
	350	coke	.. c.c.
JAVA PORTS, NORTH	250	coke	.. c.c.

	Delivery.	Cost.
JEDDAH (Arabia) ..	250/400	.. 1/- or 2/-.
JENIPA BAY (Martinique)	250 sail or steam	.. c.c.
JUNIN (Chile) ..	500 (excl. surf days) 1/150 sail „ „	.. c.c.

United Kingdom and Ireland.

	Delivery.	Cost.
KENMARE	.. " Welcon " ; hours purposes	.. f.d. f.desp.
KILKEEL	.. " Welcon " ; hours purposes	.. 1/-. f.desp.
KILLOUGH	.. " Welcon " ; hours purposes	.. 1/-. f.desp.
KILRUSH	.. " Welcon " ; hours purposes	.. 1/-. f.desp.
KINGSTOWN	.. " Welcon " ; hours purposes	.. 1/-. f.desp.
KINSALE	.. " Welcon " ; hours purposes	.. 1/- or f.d. f.desp.

Foreign Ports.

	Delivery.	Cost.
KAHULAWI (Hawaiian Islands) ..	f.a.c.	.. c.c.
KALAMATA (Greece) ..	300	.. 1/-.

	Delivery.		Cost.
KALLSKAR (Sweden) ..	300		.. c.c.
KALLUNDBORG (Denmark) ..	3/500		.. c.c. or Kr. 1.25.
		coke	.. c.c. or Kr. 2.00.
		fuel	.. c.c. or Kr. 1.40.
KALMAR (Sweden) ..	3/400		.. c.c. or 120 ore.
		coke	.. c.c. or 188 ore.
KAMARAN (Red Sea) ..	350/400		.. c.c.
KANTARAH EAST (Suez Canal). ..	600		.. f.d. or 1/-.
KAOLACK or KAOLAKH (Senegal) ..	(1) f.a.c. as customary		.. 1/-.
	(2) 250		.. franc.
KARACHI (India) ..	5/750		.. c.c. or 6 annas or not exceeding Owners' contract cost.
KARLJOHANSVERN (Norway). ..	300/500		.. c.c.
KARLSHAMN (Sweden) ..	(1) 250/350		.. c.c. or 120 ore.
	(2) 100 per hatch per day		.. c.c. or 120 ore.
		coke	.. c.c. or 192 ore.
KARLSKRONA (Sweden)	175/400		.. c.c. or 125 ore.
	150	coke	.. c.c. or 188 ore.
KARLSTAD (Sweden) ..	300		.. c.c.

	Delivery.	Cost
KAROLINENKOOG (Germany).	4/500	1/-.
KARREBEKSMINDE (Denmark).	2/325	c.c. or Kr. 0.97.
KENITRA (Morocco)	250/400	1/-.
	(Usually 12′, but sometimes 13′ maximum arrival draft.)	
KERGUELEN ISLANDS	150/250	f.d.
	(Free chartering commission; free port charges.)	
KIEL (Germany)	(1) 4/800	1/-.
	(2) 500	f.d.
KIEL-WIK-NORDMOLE (Germany).	4/500	1/-.
KILINDINI (Kenya Colony—B.E. Africa).	"Admiralty"; 250/300	f.d.
Do.	3/400	2/-.
KINGSTON (Jamaica)	4/500	c.c. or 1/8.
KIOGE (Denmark)	250/350	c.c. or Kr. 1.25.
	coke	c.c. or Kr. 2.00.
	fuel	c.c. or Kr. 1.40.
KIRKNAES (Norway)	500	c.c.
KJOPSVIK (Near Narvik) (Norway).	300	c.c. or Kr. 2.00.

	Delivery.		Cost.
KLAGSHAMN (Sweden)	100 per hatch (if fitted with winch) per day. (16½′ maximum arrival draft.)		.. c.c.
KLEVEN (Norway) ..	2/300		.. c.c.
KLINTEHAMN (Sweden)	150		.. c.c.
KOHSICHANG (Siam) ..	3/400		.. c.c.
KOLBERG (Germany) ..	250/300		.. 1/-.
KOLDING (Denmark) ..	3/500		.. c.c. or Kr. 1.25.
		coke	.. c.c. or Kr. 2.00.
		fuel	.. c.c. or Kr. 1.40.
KONAKRY (French Guinea). ..	150		.. c.c.
KONIGSBERG b.b. (Germany). ..	350/800		.. 1/-.
	250	coke	.. 1/6.
KONTOUR (River Gambia).	.. f.a.c. as customary		.. 1/-.
KOPERVIK (Norway) ..	300/400		.. c.c.
KORSOR (Denmark) ..	3/600		.. c.c. or Kr. 1.25.
		coke	.. c.c. or Kr. 2.00.
		fuel	.. c.c. or Kr. 1.40.

	Delivery.		Cost.
KOTKA (Finland) ..	3/400		.. c.c.
KOTONU (Dahomey) ..	(1) 1/150		.. f.d.
	(2) 200		.. 1/-.
KRAGERO (Norway) ..	300		.. c.c.
KRATSWIJK (Germany)	5/1,500		.. f.d. or 1/-.
KRISTIANIA (Norway) ..	See Oslo.		
KRISTINEHAMN (Sweden). ..	250/400		.. c.c. or 102 ore by winch or 88 ore by crane.
		coke	.. c.c. or 151 ore by winch or 129 ore by crane.
KURRACHEE (India) ..	See Karachi.		
KUSTENDJE (Roumania). ..	3/400		.. 1/- or 2/-.
	350	coke	.. 1/6.

United Kingdom and Ireland.

	Delivery.		Cost.
LARNE ..	"Welcon"; hours	purposes	.. 1/-. f.desp.
LIMERICK ..	"Welcon"; hours	purposes	.. f.d. f.desp.
LIVERPOOL ..	"Welcon"; hours	purposes	.. f.d. f.desp.

Time not to count from midday on Saturdays until 6 a.m. on Mondays, unless used or unless steamer previously on demurrage.

	Delivery.	Cost.
LONDON (n.a.a.).	.. (1) " Welcon " ; hours purposes..	f.d. f.desp.
	(2) " Welcon " ; hours purposes..	f.d. f.t.

Steamer must be suitable for grab discharge.

Time not to count from midday on Saturdays until 6 a.m. on Mondays, unless used or unless steamer previously on demurrage.

For further particulars, see " Thames."

LONDONDERRY .. " Welcon " ; hours purposes .. f.d. or 1/-. f.desp.

Foreign Ports.

	Delivery.	Cost.
LA GOULETTE (Tunisia)	3/400	.. 1/-.
	(21′ maximum arrival draft.)	

PEAGE DUES.—See under Tunisian Ports.

LA GUAYRA (Venezuela).	.. (1) 75 per hatch per day (200 maximum).		.. c.c. (about 1/6).
	(2) 150		.. c.c.
	100	coke	.. c.c.
	75	sail	

LA LAJA (Spain) .. 2/250 .. 2 pesetas.

Steamer to pay Spanish transport tax and harbour dues at port of discharge, if imposed.

LA LEGUE (France) .. " Welcon " ; hours purposes .. franc. f.t.

LA PALLICE (France) ..	5/600	.. franc.
Sometimes option :	800	.. franc, with 1½d. reduction in freight.
	and 1,000	.. franc, with 3d. reduction in freight.

	Delivery.		Cost.
LA PLATA (Argentina) .. (n.a.a.) " M.V. & B.A." ;	500	..	3/-.

Despatch at half demurrage rate, or £20 per day, on all (try) " working " time saved, computed on the bill of Lading quantity.

Agency, 20/22 guineas, including despatchers fee.

	(2) 500	..	3/-.
Charterers' option :	750	..	3/-, with 9d. less freight.
	1,000	..	3/-, with 1/3 less freight.

Such option to be declared before breaking bulk.

Despatch at half demurrage rate, or £20 per day, on all (try) " working " time saved, computed on the Bill of Lading quantity.

Agency, 20/22 guineas, including despatchers fee.

No Arbitration Clause.

Three per cent. brokerage.

LA ROCHELLE (France). ..	5/600	..	franc.
LA SEYNE (France) ..	5/600	..	1/-.
	300 pitch	..	1/-.
	(23′ maximum arrival draft).		
LAGOS (Nigeria) ..	" Admiralty " ; 200	..	f.d.
	(20′ maximum arrival draft.)		

As the dues on coal cargo amount to 4/- per ton, stipulate that same be paid by Receivers.

LAGOS (Portugal) ..	150	..	1/6.

" All increased disbursements in consequence of port dues being payable in gold as per Government decree, owing to steamer not being under the Portuguese flag, to be borne and paid for by Charterers."

LANDERNEAU (France)..	1/150	..	franc.
	30/40 sail		
LANDSKRONA (Sweden)	250/500	..	c.c. or 125 ore.
	coke	..	c.c. or 194 ore.
LANGESUND (Norway)	300	..	c.c.

	Delivery.	Cost.
LANNION (France)	.. "Welcon"; hours purposes	.. franc. f.t.
LARACHE (Morocco)	.. 150/250	.. 2 pesetas.

Transport tax, if imposed, to be for account of steamer.
Sometimes not exceeding 12′ maximum arrival draft.

LARNACA (Cyprus)	.. 250	.. 1/6.
LARVIK (Norway)	.. 250/300	.. c.c.
LAS PALMAS (Argentina)	.. "River Parana"; (1) 300	.. 2/6.
	(2) 400	.. 3/-.

Despatch at half demurrage rate, or £20 per day, on all (try) "working" time saved, computed on the Bill of Lading quantity.

Agency, 20/22 guineas, including despatchers fee.

LAS PALMAS (Grand Canary).	.. (1) 3/400	.. 2/- on the Bill of Lading quantity, including all taxes and port dues.

Agency, 10 guineas.

Delivery scale: Up to 5,000 tons .. 300 delivery.
Over 5,000 ,, .. 400 ,,

(2) 3/400	.. 2/- on the Bill of Lading quantity, including all taxes and port dues.

Despatch at half demurrage rate, or £20 per day, on all (try) "working" time saved, computed on the Bill of Lading quantity.

Agency, 10 guineas.

Scale, as above.

(3) 3/400	.. 2/- on the Bill of Lading quantity, including all taxes and port dues.

Agency, 10 guineas.

Despatch scales :—

Up to 5,000.			Over 5,000		
300	..	2/-	400	..	2/-
600	..	2/3	700	..	2/3
900	..	2/6	1,000	..	2/6
1,200	..	2/9	1,300	..	2/9

	Delivery.		Cost.
LE CROISIC (France) ..	1/200		.. franc.
LEGHORN (Italy) ..	(1) 5/600		.. 6½d.
	(2) 5/800		.. 10d.
	(3) 600		.. 6½d.
	Option : 800		.. 6½d., less 2d. reduction in freight.
	1,000		.. 6½d., less 4d. reduction in freight.
	3/400	coke	.. 10d. or 1/-.
	300	pitch	.. 1/-.
LEIXOES (Portugal) ..	3/400		.. 1/6.

"All increased disbursements in consequence of port dues being payable in gold as per Government decree, owing to steamer not being under the Portuguese flag, to be borne and paid for by Charterers."

LE LEGUE (France) ..	"Welcon"; hours purposes		.. franc f.t.
LEMVIG (Denmark) ..	200/250		.. c.c. or Kr. 1.25.
		coke	.. c.c. or Kr. 2.00.
		fuel	.. c.c. or Kr. 1.40.
LENINGRAD (Russia) ..	3/400		.. 3/6.

Steamer to be free of all expenses at discharging port, including stevedoring, port charges, pilotages, etc., excepting Agency fee of £10 10s. and 1d. per n.r.t. registration dues, but Owners to pay Charterers 3/6 per ton on the quantity of cargo on which freight is paid. This sum to be deducted from the freight.

Owners to pay Charterers despatch money at half demurrage rate for any time saved in the discharging.

Charterers to have free use of steamer's passenger accommodation, Owners agreeing to take at least one passenger if required by Charterers, Charterers paying 5/- per day subsistence money.

Ship to be bound to accept services of icebreaker and/or icebreakers as and when directed by Charterers or their representative for entering and/or leaving discharging port immediately upon discharge of this present coal cargo. Upon leaving loading port ship must communicate her daily position by wireless to Lednach, Leningrad, and upon entering the Baltic must wireless to the same address her name, nationality, draft, quantity and class of cargo, radio signals and time of wireless watch. Before leaving discharging port immediately upon discharge of this present coal cargo, ship must again communicate with Lednach, Leningrad, giving at least 48 hours notice of intended departure. Should Charterers or their representative decide that it is impossible for ship to enter discharging port owing to ice, ship to proceed to a near accessible port as ordered by Charterers or their representative, and there deliver the cargo in the terms of this Charter-party, but at the customary rate of discharge and conditions of the substituted port.

	Delivery.	Cost.
LEVIS (Canada) ..	5/700	.. f.d.

Sometimes despatch at half demurrage rate—usually 2d. per n.r.t. per day on all (try) " working " time saved in discharging.

LEWISPORT (Newfoundland). ..	5/700	.. f.d.

Sometimes despatch at half demurrage rate—usually 2d. per n.r.t. per day, on all (try) " working " time saved in discharging.

LEZARDRIEUX (France)	" Welcon " ; hours purposes	.. franc. f.t.
LIBAU (Latvia) ..	3/500	.. c.c. or 1/-.
LICATA (Sicily) ..	300/500	.. 10d.
LILLESAND (Norway) ..	300	.. c.c.
LIMASOL (Cyprus) ..	250/300	.. 1/- or 1/6.
LIMFJORD (Denmark) ..	250 (13′ maximum arrival draft.)	.. c.c.
LIMHAMN (Sweden) ..	3/400	.. c.c. or 1/-.
LIMON (Costa Rica) ..	400	.. c.c.
LINDHOLM (Denmark) ..	500	.. c.c.
LISBON (Portugal) ..	3/500	.. 1/6.
	2/300 coke	.. 2/3.

" All increased disbursements in consequence of port dues being payable in gold as per Government decree, owing to steamer not being under the Portuguese flag, to be borne and paid for by Charterers."

Sometimes Charterers stipulate for steamer to pay cost of insuring labourers against accident under Portuguese Accident Law.

	Delivery.	Cost.
LITTLE BAY ISLAND (Newfoundland).	400	.. f.d.

Sometimes despatch at half demurrage rate—usually 2d. per n.r.t. per day on all (try) " working " time saved in discharging.

LJUSNE (Sweden) ..	300	.. c.c.
LOBITO BAY (Angola) ..	400	.. 1/-.

" All increased disbursements in consequence of port dues being payable in gold as per Government decree, owing to steamer not being under the Portuguese flag, to be borne and paid for by Charterers."

LOCTUDY (France) ..	1/200	.. franc.
LODINGEN (Norway) ..	300	.. c.c.
LOGSTOR (Denmark) ..	2/300	.. c.c. or Kr. 1.24.
L'ORIENT (Commercial Dock). ..	3/400	.. franc.

(Maximum safe arrival draft, H.W.O.N.T., 14′ 6″.)
(„ „ „ „ H.W.O.S.T., 18′ 6″.)

Do.	(Arsenal or Naval Dock).	500	.. franc.
Do.	(Kergroise) n.a.a.	500	.. franc.

22′ is available alongside this river wharf at all tides.

LOS ANGELES (U.S.A.)	500	.. c.c.

Sometimes despatch at half demurrage rate—usually 2d. per n.r.t. per day on all (try) " working " time saved in discharging.

LOURENCO MARQUES (Portuguese East Africa).	500	.. 1/3.

" All increased disbursements in consequence of port dues being payable in gold as per Government decree, owing to steamer not being under the Portuguese flag, to be borne and paid for by Charterers."

	Delivery.	Cost.
LOVISA (Finland) ..	(1) 300	.. c.c.
	(2) f.a.c.	.. c.c.

LOWER PLATE (n.a.a.).. "M.V. & B.A."
(Argentina). (1) 500 .. 3/-.

Despatch at half demurrage rate, or £20 per day, on all (try) "working" time saved, computed on the Bill of Lading quantity.

Agency, 20/22 guineas, including despatchers fee.

	(2) 500	.. 3/-.
Option scale :	750	.. 3/-, with 9d. reduction in freight.
	1,000	.. 3/-, with further 6d reduction.

Such option to be declared before breaking bulk.

Despatch at half demurrage rate, or £20 per day, on all (try) "working" time saved, computed on the Bill of Lading quantity.

Agency, 20/22 guineas, including despatchers fee.

No Arbitration Clause.

Three per cent. Brokerage.

LUBECK (Germany) .. 250/500 .. 1/-.

LUCHANA (Bilbao River) (Spain). 2/250 .. 2 pesetas.

Steamer to pay Spanish transport tax and harbour dues at port of discharge, if imposed.

LUDERITZ BAY .. 2/300 .. c.c.
(S.W. African Protectorate) 75 sail

LULEA (Sweden) .. 2/800 .. c.c.

United Kingdom and Ireland.

	Delivery.	Cost.
MEDINA WHARF (Isle of Wight).	.. " Welcon " ; hours purposes	.. f.d. f.desp.
	(11′ maximum arrival draft.)	
MEDWAY (n.a.a.)	.. (1) " Welcon " ; hours purposes	.. f.d. f.desp.
	(2) " Welcon " ; hours purposes	.. f.d. f.t.
	Steamer must be suitable for grab discharge.	
	For further particulars, see " Thames."	
MILFORD	.. " Admiralty " ; 700	.. f.d
Do.	.. " Welcon " ; hours purposes	.. f.d. f.desp.
MOVILLE	.. " Welcon " ; hours purposes	.. 1/- or f.d. f.desp.

Foreign Ports.

	Delivery.	Cost.
MAASLUIS (Holland)	.. " Welcon " ; 4/500	.. 1/- or Fl. .70. d.d.o.

" In computing time in Dutch ports, from 1 p.m. on Saturdays to 6 a.m. on Mondays and from midnight on the day previous to a holiday until 6 a.m. on the day following such holiday shall be excepted periods in lieu of Sundays and holidays in Clauses 5 and 16 ; except that for the purpose of computing despatch the time from 1 p.m. to midnight on Saturdays shall not be excepted, but shall count as lay time, whether used or not."

MACEIO (Brazil)	.. (1) 4/500	.. c.c. or 3/-.

Despatch at half demurrage rate, or £20 per day, on all (try) " working " time saved, computed on the Bill of Lading quantity.

Agency, 20 guineas.

	(2) 200 per hatch per day	.. c.c. or 3/- (part cargo).
MADAGASCAR	.. (1) 2/350	.. c.c., f.d. or 1/-.
	(2) 350	.. 2/-.

Despatch at £10 per day on all time saved in discharging.

Agency, £10 10s.

Some Charterers require the option of discharging the vessel on Sundays and holidays, time so occupied not to count, and further demand an undertaking from Owners that such vessel will not be chartered to load outwards from either Madagascar or Reunion.

	Delivery.	Cost.
MADDALENA (Maddalena Island, off Sardinia).	.. 4/500	.. 10d.
MADEIRA	.. (1) 3/400	.. 2/- on the Bill of Lading quantity, including all taxes and port dues.

Agency, £10 10s. 0d.

Delivery scale: Up to 5,000 tons .. 300 delivery.
Over 5,000 ,, .. 400 ,,

(2) 3/400 .. 2/- on the Bill of Lading quantity, including all taxes and port dues.

Despatch at half demurrage rate, or £20 per day, on all (try) "working" time saved, computed on the Bill of Lading quantity.

Agency, £10 10s. 0d.

Scale, as above.

MADRAS (India) .. 5/800 .. c.c. or not exceeding Owners' contract rate.

MAHON (Balearic Islands—Spain). .. 2/300 .. 2 pesetas.

Steamer to pay Spanish transport tax and harbour dues at port of discharge, if imposed.

MAJUNGA (Madagascar).. f.a.c. or 2/350 .. c.c. (about 1/6).

MALAGA (Spain) .. (1) 250/400 .. 2 pesetas.
200 coke .. 3 pesetas.

Steamer to pay Spanish transport tax and harbour dues at port of discharge, if imposed.

(2) 350 .. 1½ pesetas.

Spanish transport tax and harbour dues, together amounting to Pts. 1.75 per ton of 1,000 kilos, to be paid by steamer.

(3) 400 .. 2 pesetas.

Charterers' option of discharging steamer at 600 delivery at 3d. less freight.

Steamer to pay Pts. 1.975 per ton of 1,000 kilos to cover transport tax and harbour dues.

	Delivery.	Cost.
MALMO (Sweden)	.. (1) 250/600	.. c.c. or 130 ore.
	(2) 700	.. 1/-.
	coke	.. c.c. or 186 ore.
MALTA	.. "Admiralty"; 1,000	.. f.d.
	Owners to provide $3\frac{1}{2}$" manilla runners with iron (swivel) gin blocks to each hold.	
Do.	.. f.a.c.	.. c.c. (about 1/4, 1924). Sometimes on Bill of Lading quantity.
MANAOS (Brazil)	.. 400	.. 3/-.
	Steamer to supply baskets for the discharge of the cargo.	
MANDAL (Norway)	.. 250/300	.. c.c.
MANDJI (French Congo)	1/150	.. c.c.
MANFREDONIA (Italy).	.. 300	.. 10d.
MANILA (Philippine Islands).	.. 4/500	.. c.c.
MANTYLUOTO (Finland).	.. 3/400	.. c.c.
MANZANILLO (Cuba)	.. 300	.. c.c. (about 2/6.)
MARACAIBO (Venezuela)	150	.. f.d.
MARANHAM (Brazil)	.. 250/300	.. f.d. or c.c.
	30 sail	..

		Delivery.		Cost.
MARANS (France)	..	3/400		.. 1 franc.
MARBELLA (Spain)	.. (1)	50/150		... c.c. or 2 pesetas.
	(2)	100		.. 1/6.

Steamer to pay Spanish transport tax and harbour dues at port of discharge, if imposed.

MARCORIS (Dominican Republic).	..	2/300	.. c.c.
MARIAGER (Denmark)	..	350	.. c.c. or Kr. 1.13.
MARIBO (Denmark)	..	2/300	.. c.c. or Kr. 1.25.
		coke	.. c.c. or Kr. 2.00.
		fuel	.. c.c. or Kr. 1.40.
MARIEHAMN (Finland)	..	100/150	.. c.c.
MARIN (Spain)	..	2/250	.. 2 pesetas.

Steamer to pay Spanish transport tax and harbour dues at port of discharge, if imposed.

MARMAGOA (India—Portuguese).	..	600	.. 6 annas.

"All increased disbursements in consequence of port dues being payable in gold as per Government decree, owing to steamer not being under the Portuguese flag, to be borne and paid for by Charterers."

MARSALLA (Sicily)	..	3/400	.. 10d.
MARSEILLES (France)	..	600	.. 1/-.
	Sometimes scale :	800	.. 1/3.
		1,000	.. 1/6.
MARSTAL (Denmark)	..	2/350	.. c.c.
MARTINIQUE (French West Indies).	..	250/500	.. c.c. or 2/-.
		50/250 sail	

	Delivery.	Cost.
MASNEDSUND (Denmark).	.. 500	.. c.c.
MASSAUA or MASSOWAH (Eritrea).	(1) 400	.. f.d.
	(2) 4/500	.. 1/- or 1/6.
MATADI (Belgian Congo)	90/100 per hatch per day (400 maximum).	.. 1/- or Owners' stevedore.

Kroo boys usually obtainable at the mouth of the river.

MAURITIUS	.. "Admiralty"; 3/350	.. f.d.
Do.	250/500	.. c.c. or 1 rupee or 1/- or Owners' stevedore.
	80 sail	
MAZAGAN (Morocco)	.. 150/300	.. 1/-.
MAZARRON (Spain)	.. 2/250	.. 2 pesetas.

Steamer to pay Spanish transport tax and harbour dues at port of discharge, if imposed.

MEHAVN (Norway)	.. 300	.. c.c.
MEJILLONES (Chile)	.. 4/500 (excl. surf days)	.. c.c.
	1/150 sail „ „	
MELBOURNE (Australia).	.. 5/750	.. c.c. or not exceeding 2/6.
MELILLA (Spanish Morocco).	.. (1) 150/500	.. 2 pesetas.

Steamer to pay Spanish transport tax and harbour dues at port of discharge, if imposed.

(2) 400 .. 1/6.

£15 despatch per day on all working time saved.

	Delivery.		Cost.
MEMEL (Lithuania) ..	3/700		.. c.c. or 1/-
MENTONE (France) ..	3/500		.. 1/-.
MERS EL KEBIR (Algeria). ..	350		.. 1/-.

PEAGE DUES.—See under Algerian Ports.

MERSINA (or Mersyna) (Asia Minor).	3/400		.. c.c. or 1/- or 1/6.
MESSINA (Sicily) ..	4/1,000		.. 10d.
MIAMI (Florida) ..	500 or f.a.c.		.. c.c.
	(17′ maximum arrival draft.)		

Sometimes despatch at half demurrage rate—usually 2d. per n.r.t. per day on all (try) " working " time saved in discharging.

MIDDELBURG (Holland)	" Welcon " ; 300		.. 1/-. d.d.o.

" In computing time in Dutch ports, from 1 p.m. on Saturdays to 6 a.m. on Mondays and from midnight on the day previous to a holiday until 6 a.m. on the day following such holiday shall be excepted periods in lieu of Sundays and holidays in Clauses 5 and 16 ; except that for the purpose of computing despatch the time from 1 p.m. to midnight on Saturdays shall not be excepted, but shall count as lay time, whether used or not."

MIDDELFART (Denmark)	3/350		.. c.c. or Kr. 1.25.
	250	coke	.. c.c. or Kr. 2.00.
		fuel	.. c.c. or Kr. 1.40.
MILAZZO (Sicily) ..	3/500		.. 10d.
MITYLENE (Greece) ..	250/400		.. 1/-.
MO (Sweden) ..	300		.. c.c.
MOBBYLANGA (Finland)	300		.. 1/-.

	Delivery.	Cost.
MOBILE (U.S.A.) ..	5/1,000	.. f.d.

Sometimes despatch at half demurrage rate—usually 2d. per n.r.t. per day on all (try) " working " time saved in discharging.

MOGADOR (Morocco) ..	2/300	.. 1/-.
MOLDE (Norway) ..	250/350	.. c c
MOLFETTA (Italy) ..	300	.. 10d.
MOLLENDO (Peru) ..	300/500 (excl. surf days)	.. c.c.
	1/150 sail „ „	
MOMBASA (British East Africa). ..	" Admiralty " ; 300	.. f.d.
Do. ..	3/400	.. 2/3 or 2/6.
MONACO (Monaco) ..	3/400	.. 1/- or franc.
MONASTIR (Tunisia) ..	2/300	.. 1/-.

PEAGE DUES.—See under Tunisian Ports.

MONOPOLI (Italy) ..	3/400	.. 10d.
MONTE VIDEO (n.a.a.). (Uruguay). ..	" M.V. & B.A." ; (1) 500	.. 3/-.

Despatch at half demurrage rate, or £20 per day, on all (try) " working " time saved, computed on Bill of Lading quantity.

Agency, 20/22 guineas, including despatchers fee.

	(2) 500	.. 3/-.
Charterers' option :	750	.. 3/-, with 9d. less freight.
	1,000	.. 3/-, with 1/3 less freight.

Such option to be declared before breaking bulk.

Despatch at half demurrage rate, or £20 per day, on all (try) " working " time saved, computed on the Bill of Lading quantity.

Agency, 20/22 guineas, including despatchers fee.

No Arbitration Clause.

Three per cent. brokerage.

	Delivery.	Cost.
MONTREAL (Canada) ..	500/1,000	.. f.d.

Sometimes despatch at half demurrage rate—usually 2d. per n.r.t. per day on all (try) " working " time saved in discharging.

Do. ..	(2) 500/750 (16′ maximum arrival draft.)	.. f.d.

With this stipulation the cargo would in all probability be discharged in the first lock of the Lachine Canal. Stipulate for " discharge to be effected within the limits of Montreal."

Sometimes despatch, etc., as above.

Do.	(Lachine Canal) 4/500, sometimes 750 (Maximum dimensions : Length 265′, Beam 43′, and arrival draft 14′.)	.. f.d.

Sometimes despatch, etc., as above.

MORLAIX (France) ..	" Welcon "; hours purposes	.. franc. f.t.
MORPHOU BAY (Cyprus). ..	250	.. 1/6.
MORTAGNE sur Gironde (France).	(n.a.a.) (1) 300	.. franc.
	(2) 100 per hatch per day.	.. franc.
MOSS (Norway) ..	250/400	.. c.c.
MOSSAMEDES (Portuguese West Africa).	200	.. f.d. or 1/- or 1/6.

" All increased disbursements in consequence of port dues being payable in gold as per Government decree, owing to steamer not being under the Portuguese flag, to be borne and paid for by Charterers."

MOSSEL BAY (Cape Colony). ..	400	.. c.c. (about 1/-).
MOSTAGANEM (Algeria). ..	3/500	.. 1/- or 1/6.

PEAGE DUES.—See under Algerian Ports.

MOTRIL (Spain) ..	250/300	.. 2 pesetas.

Steamer to pay Spanish transport tax and harbour dues at port of discharge, if imposed.

MOULMEIN (Burmah) ..	500	.. c.c.

	Delivery.	Cost.
MOZAMBIQUE (Portuguese East Africa). ..	2/250	.. 1/3 or 1/6.

" All increased disbursements in consequence of port dues being payable in gold as per Government decree, owing to steamer not being under the Portuguese flag, to be borne and paid for by Charterers."

MUHLGRABEN (Latvia)..	3/400	.. c.c.
MUNKEDAL (Norway) ..	350	.. c.c.
MURMANSK (Russia) ..	300	.. 3/-.

Steamer to be free of all expenses at discharging port, including stevedoring, port charges, pilotages, etc., excepting Agency fee of £10 10s. and 1d. per n.r.t. registration dues, but Owners to pay Charterers 3/- per ton on the quantity of cargo on which freight is paid. This sum to be deducted from the freight.

Owners to pay Charterers despatch money at half demurrage rate for any time saved in the discharging.

MURVIKEN (Norway) ..	(1)	3/400	.. c.c. or Kr. 2.00.
	(2)	300	.. f.d.

(For account of railways.)

MUSEL (Spain) ..	400	.. 2 pesetas.

Steamer to pay Spanish transport tax and harbour dues at port of discharge, if imposed.

United Kingdom and Ireland.

	Delivery.	Cost.
NEWHAVEN ..	" Welcon "; hours	purposes .. f.d. f.desp.

Time not to count from midday on Saturdays until 6 a.m. on Mondays, unless used or unless steamer previously on demurrage.

NEW ROSS ..	" Welcon "; hours	purposes	.. 1/- or f.d. f.desp.
NEWRY ..	" Welcon "; hours	purposes	.. 1/-. f.desp.

Foreign Ports.

	Delivery.		Cost.
NAESTVED (Denmark) ..	2/300		.. c.c. or Kr. 1.25.
		coke	.. c.c. or Kr. 2.00.
		fuel	.. c.c. or Kr. 1.40.
NAGASAKI (Japan) ..	" Admiralty "; 500		.. f.d.
NAKSKOV (Denmark) ..	3/400		.. c.c. or Kr. 1.25.
	250	coke	.. c.c. or Kr. 2.00.
		fuel	.. c.c. or Kr. 1.40.
NAMSOS (Norway) ..	3/350		.. c.c.
NANTES (France) Sometimes n.a.a. :	5/600		.. franc.
Sometimes option :	(*a*) 800		.. franc, with 1½d. reduction in freight.
	1,000		.. franc, with 3d. reduction in freight.
	(*b*) 1,000		.. franc, with 3d. reduction in freight.
	1,500		.. franc, with 6d. reduction in freight.
NAPLES (Italy) ..	(1) 5/1,000		.. 10d.
	(2) 800		.. 10d.
Option :	1,000		.. 10d., with 1½d. reduction in freight.
	500	fuel	.. 10d.
	400	coke	.. 10d. or 1/-.
	300	pitch	.. 1/-.
NARVA (Esthonia) ..	3/400		.. c.c.
NARVIK (Norway) ..	3/500		.. c.c.
NEMOURS (Algeria) ..	300		.. 1/-.

PEAGE DUES.—See under Algerian Ports.

	Delivery.		Cost.
NEUFAHRWASSER (Free City).	350/500		c.c. or 1/-.
	(Within Polish Customs' frontier.)		
NEUMUHLEN (Germany).	400		1/-.
NEUSTADT (Germany)	300		1/-.
	200	coke	2/6.
NEWCASTLE (N.S.W.)	11 tons per hatch per hour per working day.		5/- or f d.
NEWFOUNDLAND	5/1,000		f.d.
	Sometimes despatch at half demurrage rate—usually 2d. per n.r.t. per day on all (try) " working " time saved in discharging.		
NEWHAVEN (U.S.A.)	750/1,000		f.d.
	Sometimes despatch at half demurrage rate—usually 2d. per n.r.t. per day on all (try) " working " time saved in discharging.		
NEWMUHLGRABEN (Latvia).	350/500		c.c.
NEW ORLEANS (U.S.A.).	5/1,000		f.d.
	Sometimes despatch at half demurrage rate—usually 2d. per n.r.t. per day on all (try) " working " time saved in discharging.		
NEW YORK (U.S.A.)	1,000		f.d.
	Sometimes despatch at half demurrage rate—usually 2d. per n.r.t. per day on all (try) " working " time saved in discharging.		
NEXO (Denmark)	150		c.c

	Delivery.	Cost.
NICE (France)	.. (1) 3/600	.. franc or 1/-.
	(2) 600	.. 1/-.
	Option : 700	.. 1/1.
	(Sometimes maximum arrival draft, 21′ 6″.)	
NICOLAIEFF (Russia)	.. 3/350	.. 3/6 (inclusive of port charges, dues, and agency).
	Two-thirds of five per cent. brokerage to Charterers (Arcos terms).	
NICOLAISTAD (Finland).	.. 3/350	.. c.c.
NIEUPORT (Belgium)	.. " Welcon " ; 500	.. 1/-. d.d.o.
NIEUWEDIEP (Holland)	" Welcon " ; 350/500	.. 1/-. d.d.o.
	(Sometimes per w.w. day.)	

" In computing time in Dutch ports, from 1 p.m. on Saturdays to 6 a.m. on Mondays and from midnight on the day previous to a holiday until 6 a.m. on the day following such holiday shall be excepted periods in lieu of Sundays and holidays in Clauses 5 and 16; except that for the purpose of computing despatch the time from 1 p.m. to midnight on Saturdays shall not be excepted, but shall count as lay time, whether used or not."

NIPE (Cuba)	.. 300	.. c.c.
NITRATE RANGE (Pisagua-Taltal, Chile).	.. 500 (excl. surf days)	.. c.c.
NORDENHAM (Germany)	" Welcon " ; f.a.c./500	.. c.c. or 1/-. d.d.o.
NORFOLK (U.S.A.)	.. 1,000	.. f.d.

Sometimes despatch at half demurrage rate—usually 2d. per n.r.t. per day on all (try) " working " time saved in discharging.

NORRESUNDBY (Denmark).	.. 4/500		.. c.c. or Kr. 1.25.
		coke	.. c.c. or Kr. 2.00.
		fuel	.. c.c. or Kr. 1.40.

	Delivery.		Cost.
NORRKOPING (Sweden)	3/1,000		.. c.c. or 110 ore.
		coke	.. c.c. or 175 ore.
Do. QUAY (18′ maximum draft)	400		.. c.c.
	300	coke	.. c.c.
NORRTELJE (Sweden) ..	300		.. c.c.
NORTHERN RANGE .. (Norfolk-Portland, U.S.A.)	1,000		.. f.d.

Sometimes despatch at half demurrage rate—usually 2d. per n.r.t. per day on all (try) " working " time saved in discharging.

NOSSI BÉ (Madagascar).	f.a.c. or 2/350		.. c.c.
NOVOROSSISK (Russia)..	3/400		.. 3/6, inclusive of port dues and agency.

Two-thirds of five per cent. to Charterers (Arcos terms).

NYBORG (Denmark) ..	2/300		.. c.c. or Kr. 1.25.
		coke	.. c.c. or Kr. 2.00.
		fuel	.. c.c. or Kr. 1.40.
NYKJOBING (Falster) .. (Denmark).	3/400		.. c.c. or Kr. 1.25.
	250	coke	.. c.c. or Kr. 2.00.
		fuel	.. c.c. or Kr. 1.40.
NYKJOBING (Jutland) .. (Denmark).	250/300		.. c.c. or Kr. 1.25.
		coke	.. c.c. or Kr. 2.00.
		fuel	.. c.c. or Kr. 1.40.
NYKOPING (Sweden) ..	300		.. c.c.
NYNASHAMN (Sweden)..	2/500		.. c.c.

United Kingdom and Ireland.

	Delivery.	Cost.

Foreign Ports.

	Delivery.	Cost.
OBBOLA (Sweden) ..	250	.. c.c.
ODDE (Norway) ..	250/350	.. c.c. or Kr. 1.75.
ODENSE (Denmark) ..	(1) 800	.. 1/-.
	(2) 250/500	.. c.c. or Kr. 1.25.
	coke	.. c.c. or Kr. 2.00.
	fuel	.. c.c. or Kr. 1.40.
ODERMUNDE (Germany)	500	.. 1/-.
ODESSA (Russia) ..	350/500	.. 3/6, inclusive of port charges, dues, agency.

Two-thirds of five per cent. brokerage to Charterers (Arcos terms).

OLHAO (Portugal) ..	100/150	.. 1/6.

(12′ maximum arrival draft).

" All increased disbursements in consequence of port dues being payable in gold as per Government decree, owing to steamer not being under the Portuguese flag, to be borne and paid for by Charterers."

	Delivery.		Cost.
ONEGLIA (Italy) ..	3/500		.. 6½d. or 10d.
OPORTO (Portugal) ..	250/400		.. 1/6
	200	coke	.. 2/3.

"All increased disbursements in consequence of port dues being payable in gold as per Government decree, owing to steamer not being under the Portuguese flag, to be borne and paid for by Charterers."

ORAN (Algeria) .. (1)	3/400	.. 1/-
(2)	600	.. 1/6. Sometimes on Bill of Lading quantity.
Sometimes scale :	800	.. 1/8.
	1,000	.. 1/10.
	1,200	.. 2/-.

PEAGE DUES.—See under Algerian Ports.

ORNSKOLDSVIK (Sweden). ..	300	.. c.c.
ORTONA (Italy) ..	3/400	.. 10d.
OSCARSHAMN (Sweden)	3/700	.. c.c. or Kr. 1.00.
OSLEBSHAUSEN (Germany). ..	"Welcon"; 6/1,000	.. 1/-. d.d.o.
OSLO (Christiania) (Norway). ..	3/500	.. c.c. or f.d.
	350 coke	.. f.d.
OSTEND (Belgium) ..	"Welcon"; 500	.. franc. d.d.o.
OSTERRISOR (Norway) ..	300	.. c.c.
OTTERBACKEN (Sweden)	200	.. c.c.

	Delivery.	Cost.
ÖXELÖSUND (Sweden) ..	3/1,500	.. c.c. or 115 ore.
	coke	.. c.c. or 203 ore.
Do. (Iron Works Quay).	2,000	.. Kr. 1.15.
	No quay dues charged.	
OYESTREHAM (France)..	" Welcon " ; hours purposes	.. franc. f.t.
	(5″ less water than Havre.)	

United Kingdom and Ireland.

	Delivery.	Cost.
PAR	.. " Welcon " ; hours purposes	.. f.d. f.desp.
PASSAGE WEST	.. " Welcon " ; hours purposes	.. 1/- or f.d. f.desp.
PEMBROKE	.. " Admiralty " ; 250	.. f.d.
PENZANCE	.. " Welcon " ; hours purposes	.. f.d. f.desp.
PILLTOWN	.. " Welcon " ; hours purposes	.. f.d. f.desp.
PLYMOUTH	.. " Welcon " ; hours purposes	.. f.d. f.desp.
PORTAFERRY	.. " Welcon " ; hours purposes	.. 1/-. f.desp.
PORTHGAIN	.. " Welcon " ; hours purposes	.. f.d. f.desp.
PORTLAND	.. " Admiralty " ; 700	.. f.d.
	" Welcon " ; 500	.. f.d. f.desp.
PORTRUSH	.. " Welcon " ; hours purposes	.. 1/- or f.d. f.desp.
PORTSMOUTH	.. " Admiralty " ; 700	.. f.d.
	" Welcon " ; hours purposes	.. f.d. f.desp.
PURFLEET	.. " Welcon " ; hours purposes	.. f.d. f.desp.

For further particulars, see " Thames."

Foreign Ports.

	Delivery.	Cost.
PACASMAYO (Peru) ..	250/350 (excl. surf days). 1/150 sail „ „	.. c.c.
PADANG (Sumatra) ..	500 250 coke	.. c.c. .. c.c.
PAIMBOEUF (France) ..	Sometimes n.a.a.; 1/200	.. franc.
PAIMPOL (France) ..	"Welcon"; hours purposes 30/40 sail	.. franc. f.t.
PALAMOS (Spain) ..	(1) 2/300	.. 2 pesetas.

Steamer to pay Spanish transport tax and harbour dues at port of discharge, if imposed.

	(2) 2/300	.. 2 pesetas.

Steamer to pay 1/- per ton of 1,000 kilos to cover transport tax and harbour dues.

PALERMO (Sicily) ..	(1) 3/600	.. 10d.
	(2) 500	.. 10d.
	Option : 800	.. 10d., less 3d. reduction in freight.
PALMA (Majorca) ..	(1) 600 (large tonnage)	.. 2 pesetas.
	(2) 2/300 (23′ maximum arrival draft).	.. 2 pesetas.

Steamer to pay Spanish transport tax and harbour dues at port of discharge, if imposed.

PANAMA ..	500	.. c.c.
PAPEETE (Society Islands)	400	.. 2/-.
PARA (Brazil) ..	(1) 4/500	.. 3/-.
	(2) 750 (not often)	.. 3/-.

Despatch at half demurrage rate, or £20 per day, on all (try) "working" time saved, computed on the bill of Lading quantity.

Agency, 20 guineas.

	Delivery.		Cost.
PARAHYBA (Brazil) ..	300		.. c.c. or 3/-.

Despatch at half demurrage rate, or £20 per day, on all (try) "working" time saved, computed on the Bill of Lading quantity.

Agency, 20 guineas.

	40/50	sail	..
PARAMARIBO (Dutch Guiana). ..	2/300		.. 1/3.
	35/50	sail	
PARANA (Argentina) ..	"River Parana"; 4/500		.. 3/-.

Despatch at half demurrage rate, or £20 per day, on all (try) "working" time saved, computed on the Bill of Lading quantity.

Agency, 20/22 guineas, including despatchers fee.

PARANAGUA (Brazil) ..	2/300	.. 3/-.

Agency, 20 guineas.

PARGAS (Finland) ..	250/350	.. c.c.
PASAGES (Spain) ..	250/400	.. 2 pesetas.

Steamer to pay Spanish transport tax and harbour dues at port of discharge, if imposed.

PATRAS (Greece) ..	3/400	.. 1/-.
PAUILLAC (France) ..	(1) 4/600	.. franc.
	(2) 500	.. 1 franc.
	Option : 750	.. 1.50 francs.
PAYSANDU (Uruguay) ..	"River Uruguay"; 2/350	.. 2/- or 2/6. Sometimes on Bill of Lading quantity.

Despatch at half demurrage rate, or £20 per day, on all (try) "working" time saved, computed on the bill of Lading quantity.

Agency, 20/22 guineas, including despatchers fee.

PECALONGAN (Java) ..	150	coke	.. lowest c.c.

	Delivery.		Cost.
PENANG (Straits Settlement) ..	350/400		.. c.c. (about 10d.).
	250	coke	.. c.c.
PERIM (Red Sea) ..	4/500		.. 12 annas. Sometimes on the Bill of Lading quantity.
PERNAMBUCO (Brazil) ..	(1) 500		.. 1/- (not often).
	(2) 750 (not often)		.. 3/-.

Despatch at half demurrage rate, or £20 per day, on all (try) "working" time saved, computed on the Bill of Lading quantity.

Agency, 20 guineas.

(3) 4/500		.. 3/-.

Despatch at half demurrage rate, or £20 per day, on all (try) "working" time saved, computed on the Bill of Lading quantity.

Agency, 20 guineas.

PERNAU (Esthonia) ..	f.a.c. or 3/600		.. c.c.
PERTUSOLA (Italy) ..	500/600		.. 6½d.
	300	coke	.. 10d. or 1/-.
PERUVIAN PORTS ..	350/500 (excl. surf days)		.. c.c. or 2/-.
	1/150 sail	„ „	..
PESARO (Italy) ..	3/400		.. 10d.
	200	coke	.. 1/6.
PESCARA (Italy) ..	3/400		.. 10d.
	250	coke	.. 1/3.

PETROGRAD (Russia) .. See Leningrad.

PHILADELPHIA (U.S.A.)	1,000	.. f.d.

Sometimes despatch at half demurrage rate—usually 2d. per n.r.t. per day on all (try) "working" time saved in discharging.

	Delivery.	Cost.
PHILIPPEVILLE (Algeria). ..	3/500	.. 1/- or 1/6.

PEAGE DUES.—See under Algerian Ports.

PILLAU (Germany) ..	250/500	.. c.c. or 1/-
PIOMBINO (Italy) ..	3/400	.. 10d.
PIRÆUS (Greece) .. (1)	4/600	.. 1/- or 2/-.
(2)	500	.. 1/-.
Sometimes scale :	600	.. 1/1½.
	700	.. 1/3.
	800	.. 1/4½.
PISAGUA (Chile) ..	500 (excl. surf. days)	.. c.c.
	1/150 sail „ „	
POINT À PITRE (French West Indies) .. (1)	500	.. 2/-.
(2)	200	.. c.c.
	80/200 sail	..
POINTE DES GALETS (Reunion). .. (1)	300	.. 10d. or 1/-.
(2)	300	.. 1/-, on Bill of Lading quantity.

Two-and-a-half per cent. interest on money advanced for disbursements.

Despatch at half demurrage rate.

Charterers insist upon Owners giving a guarantee not to load homewards from Madagascar or Mauritius to French ports.

POLA (Italy) ..	400/500	.. 8d. or 10d.
	350 coke	.. 1/-.
POLA VERUDA (Italy) ..	500	.. 8d.

	Delivery.	Cost.
POMARON (Portugal) ..	250/350	.. 1/6.

" All increased disbursements in consequence of port dues being payable in gold as per Government decree, owing to steamer not being under the Portuguese flag, to be borne and paid for by Charterers."

SEE PAGE 357

PONTA DELGADA (Azores) .. (1) 250/450 .. 1/6.

Agency, 10 guineas.

" All increased disbursements in consequence of port dues being payable in gold as per Government decree, owing to steamer not being under the Portuguese flag, to be borne and paid for by Charterers."

(2) 250/450 .. 1/6.

If the chartered rate of delivery is exceeded by 50 tons per day, the cost of discharge to be .. 1/7½ per ton.
If by 100 tons per day, then .. .. .. 1/9 ,,
,, 150 ,, ,, ,, ... 1/10½ ,,
,, 200 ,, ,, ,, ... 2/- ,,

Agency, 10 guineas.

" All increased disbursements in consequence of port dues being payable in gold as per Government decree, owing to steamer not being under the Portuguese flag, to be borne and paid for by Charterers."

PONT L'ABBÉ (France) .. 1/200 .. franc.

POORTERSHAVEN (Holland) .. " Welcon " ; 5/1,000 .. f.d. or 1/-, or Fl. 0.62½ or 0.70 or 0.75. d.d.o.

" In computing time in Dutch ports, from 1 p.m. on Saturdays to 6 a.m. on Mondays and from midnight on the day previous to a holiday until 6 a.m. on the day following such holiday shall be excepted periods in lieu of Sundays and holidays in Clauses 5 and 16 ; except that for the purpose of computing despatch the time from 1 p.m. to midnight on Saturdays shall not be excepted, but shall count as lay time, whether used or not."

PORBUNDAR (India) .. 500/750 .. c.c., not exceeding 1¾ rupees.

PORMAN (Spain) .. 250/300 .. 2 pesetas.
200 coke .. 3 pesetas.

Steamer to pay Spanish transport tax and harbour dues at port of discharge, if imposed.

PORSGRUND (Norway) .. 300 .. c.c.

	Delivery.	Cost.
PORT ALICE (Vancouver Island—British Columbia).	500	c.c.
PORT BALTIC (Esthonia).	200	c.c.
PORT DE BOUC (France).	3/600	1/-.
PORT GENTIL (French Congo).	1/150	c.c.
PORTIMAO (Portugal)	100	1/6.
	40 sail	

(Usually 12′, but sometimes 13′ maximum arrival draft.)

"All increased disbursements in consequence of port dues being payable in gold as per Government decree, owing to steamer not being under the Portuguese flag, to be borne and paid for by Charterers."

PORT KUNDA (Esthonia)	250/350	c.c.
PORTLAND (Maine) (U.S.A.).	1,000	f.d.

Sometimes despatch at half demurrage rate—usually 2d. per n.r.t. per day on all (try) "working" time saved in discharging.

PORTLAND (Oregon) (U.S.A.).	300 per hold per day	75 cents.
	400 coke	c.c.

Sometimes despatch at half demurrage rate—usually 2d. per n.r.t. per day on all (try) "working" time saved in discharging.

PORT LIMON (Costa Rica).	400	c.c.
PORT LOUIS (Mauritius).	400	c.c.
PORT LYTTELTON (New Zealand).	500	c.c.

	Delivery.	Cost.
PORT MADRYN (Argentina).	400	3/-.
PORT MAHON (Spain)	See Mahon.	
PORTO ALEGRE (Brazil).	3/400	3/-.

Despatch at half demurrage rate, or £20 per day, on all (try) "working" time saved, computed on the bill of Lading quantity.

Agency, 20 guineas.

PORTO EMPEDOCLE (Sicily).	350/400		10d.
PORTO FERRAIO (Italy)	(1) 600		6½d.
	Scale : 800		8d.
	1,000		9½d.
	1,200		10½d.
	(2) 400		9d.
	Scale : 600		10½d.
	800		1/-.
	(*a*) 350	coke	1/-.
	(*b*) 350	coke	9d.
	With scale : 400		10½d.
	450		1/-.
PORT OF SPAIN (Trinidad).	4/500		c.c. or 1/8.
PORTO LAGO (Rhodes—Aegean Sea).	300		10d.
PORTO MAURIZIO (Italy).	4/500		6½d. or 10d.
PORTO PRAYA (Cape Verde).	3/400		1/6.

(Gold Decree Clause not yet required).

See Cape Verde.

		Delivery.		Cost.
PORTO RICO	..	4/500		.. c.c.
PORTO SANTO STEFANO (Italy).	..	4/500		.. 10d.
PORTO TORRES (Sardinia).	..	250/400		.. 10d.
PORTO VECCHIO (Corsica).	..	300		.. 1/-.
PORTO VECCHIO DI PIOMBINO (Italy)	.. (1)	3/400		.. 10d.
	(2)	600		.. 6½d.
	(3)	700		.. 10d.
		350	coke	.. 9d.
	Scale :	400		.. 10½d.
		450		.. 1/-.
PORTO VESME (Sardinia).	..	300		.. 10d.
		150	coke	.. c.c.
PORT PIRIE (South Australia).	..	500	coke	.. c.c. (cost of coal discharge, 1924, about 5/- per ton.).
PORT SAID (Egypt)	..	700		.. 1/-. Sometimes on Bill of Lading quantity.
	Sometimes scale :	900		.. 1/2.
		1,100		.. 1/4.
		1,300		.. 1/6.
PORT SAUCE (Uruguay).	..	"M.V. and B.A." 500		.. 3/-.

Despatch at half demurrage rate, or £20 per day, on all (try) "working" time saved, computed on the Bill of Lading quantity.

Agency, 20/22 guineas, including despatchers fee.

PORT SUDAN (Sudan)	.. (1)	500	.. c.c.
	(2)	120 per hatch per day (750 total), or 700	.. 1/-. Sometimes on Bill of Lading quantity.

	Delivery.	Cost.
PORT SWETTENHAM .. (Straits Settlements).	500	.. c.c.
PORT TEWFIK (Egypt)	3/500	.. 1/-.
PORT VENDRES .. (France).	3/500	.. 1/-.
PORT VICTORIA	.. See Victoria.	
POZZUOLI (Italy) ..	500	.. 10d.
PRAESTO (Denmark) ..	2/250 (12′ maximum arrival draft.)	.. c.c.
PRINCE RUPERT .. ISLAND (Vancouver).	500	.. c.c.
PROVIDENCE (U.S.A.) ..	1,000	.. f.d.

Sometimes despatch at half demurrage rate—usually 2d. per n.r.t. per day on all (try) "working" time saved in discharging. SEE PAGE 357

PUERTO BELGRANO .. (Argentina). 500 .. 3/-.

Despatch at half demurrage rate, or £20 per day, on all (try) "working" time saved, computed on the Bill of Lading quantity.

Agency, 20/22 guineas, including despatchers fee.

PUERTO CABELLO .. (Venezuela).	(1)	75 per hatch per day (200 total).	.. c.c. (about 1/6).
	(2)	150	.. c.c.
		100 coke	.. c.c.
		75 sail	
PUERTO COLOMBIA .. (Colombia).		2/500	.. c.c.

		Delivery.		Cost.
PUERTO DEL SAUCE (Uruguay).	" M.V. and B.A."	500		3/-.

Despatch at half demurrage rate, or £20 per day, on all (try) " working " time saved, computed on the Bill of Lading quantity.

Agency, 20/22 guineas, including despatchers fee.

PUERTO MADRYN (Argentina).	..	400		3/-.
PUERTO MEXICO (Mexico).	..	500		c.c. (about 3/-).
PUERTO MILITAR (Argentina).	..	500		3/-.

Despatch at half demurrage rate, or £20 per day, on all (try) " working " time saved, computed on the Bill of Lading quantity.

Agency, 20/22 guineas, including despatchers fee.

PUERTO SUCRE (Venezuela).	..	1/150		c.c.
		100	coke	c.c.
PUERTO VIEJO (Chile).	..	500	(excl. Surf. days)	c.c.
		1/150 sail	„ „	
PULO BRANI (Straits Settlements).	..	400		c.c. (about 1/0½).

Agency, £10 10s.

Despatch at one-third demurrage rate.

Maximum length not to exceed 385'.

PUNTA ARENAS (Chile).	..	250/500	(excl. Surf days)	c.c.
		1/150 sail	„ „	
PUNTA ARENAS (Costa Rica).	..	(1) 175		3/-.
		(2) 150		c.c. or 1/-

United Kingdom and Ireland.

	Delivery.	Cost.
QUEENSTOWN	.. " Admiralty "; 4/700	.. f.d.
	" Welcon "; hours purposes	.. f.d. f.desp.

Foreign Ports.

	Delivery.	Cost.
QUEBEC (Canada)	.. 5/1,000	.. f.d.

Sometimes despatch at half demurrage rate—usually 2d. per n.r.t. per day on all (try) " working " time saved in discharging.

QUILLEBOEUF (France).	.. " Welcon "; hours purposes	.. franc. f.t.
QUIMPER (France)	.. 1/200	.. franc.
	30/40 sail	

United Kingdom and Ireland.

	Delivery.	Cost.
RAMELTON	.. " Welcon "; hours purposes	.. f.d. f.desp.
RIDHAM	.. " Welcon "; hours purposes	.. f.d. f.desp.
ROCHESTER (n.a.a.)	.. (1) " Welcon "; hours purposes	.. f.d. f.desp.
	(2) " Welcon "; hours purposes	.. f.d. f.t.

Steamer must be suitable for grab discharge.

For further particulars, see " Thames."

	Delivery.	Cost.
ROCKLEA JETTY	.. " Admiralty " ; 200	.. f.d.
ROSTREVOR	.. " Welcon " ; hours purposes	.. f.d. f.desp.
ROSYTH	.. " Admiralty " ; 700/1,000	.. f.d.

Foreign Ports.

	Delivery.	Cost.
RABAT (Morocco)	.. 150/300	.. 1/-.
RAFSO (Finland)	.. 200	.. c.c.
RAGUSA (Jugo-Slavia)	.. (1) 3/400	.. 10d.
	.. (2) 500	.. 1/-.
RANDERS (Denmark)	.. 3/400	.. c.c. or Kr. 1.25.
	200 coke	.. c.c. or Kr. 2.00.
	fuel	.. c.c. or Kr. 1.40.
RANGOON (Burma)	.. " Admiralty " ; 500	.. f.d.
	4/500	.. c.c.
RAUMO (Finland)	.. 3/400	.. c.c.
RAVENNA (Italy)	.. 250/500	.. 10d.
RAVNICE (Jugo-Slavia)	.. 300	.. 10d.
REDON (France)	.. 1/200	.. franc.

	Delivery.		Cost.
REGGIO (Calabria) (Italy).	(1) 350/500		10d.
	(2) 500		10d., between Sept. 1st and Feb. 28th.
	600		10d., between March 1st and Aug. 31st.
RENDSBURG (Germany)	250/600		c.c. or 1/-.
REQUEJADA (Spain)	2/250		2 pesetas.
	250	coke	$2\frac{1}{2}$ pesetas.

(not exceeding 12′ arrival draft.)

Steamer to pay Spanish transport tax and harbour dues at port of discharge, if imposed.

RÉUNION	(1) 2/350	c.c., 10d. or 1/-.
	(2) 300/400	c.c. or 1/-, on Bill of Lading quantity.

Two-and-a-half per cent. interest on money advanced for disbursements.

Despatch at half demurrage rate.

Charterers insist upon Owners giving a guarantee not to load homewards from Madagascar or Mauritius to French ports.

REVAL (Esthonia)	(1) 80/120 per hatch per day	c.c.
	(2) 3/400	c.c. or 1/3.
REYKJAVIK (Iceland)	125/300	c.c. or Kr. $1\frac{1}{2}$.
RHODES (Aegean Sea)	300	10d.
RIGA (Latvia)	3/600	c.c.
	3/400 coke	c.c.
RIMINI (Italy)	300	10d.

	Delivery.	Cost.
RIO DE JANEIRO (Brazil).	.. (1) 500	.. 3/-. Sometimes on Bill of Lading quantity.

Agency, 20 guineas.

(2) 500	.. 3/-. Sometimes on Bill of Lading quantity.

Despatch at half demurrage rate, or £20 per day, on all (try) " working " time saved, computed on the Bill of Lading quantity.

Agency, 20 guineas.

(3) 750 (not often)	.. 3/-. Sometimes on Bill of Lading quantity.

Despatch at half demurrage rate, or £20 per day, on all (try) " working " time saved, computed on the Bill of Lading quantity.

Agency, 20 guineas.

RIO GALLEGOS (Argentina). .. (1) 200	.. 3/-.
(2) 150 per hatch per day	.. (Part cargo–liner terms).
RIO GRANDE DO SUL (Brazil). (1) 500	.. 1/- (not often).

Despatch at £12 10s. od. per (try) " working " day saved.

Docas dues for account of Receivers.

Do. .. (2) 400/500	.. 3/-, on Bill of Lading quantity.

Despatch at half demurrage rate, or £20 per day, on all (try) " working " time saved, computed on the Bill of Lading quantity.

Agency, 20 guineas.

Docas dues for account of Receivers.

Do. .. (3) 400/500	.. 3/-, on Bill of Lading quantity.

Steamer to pay harbour dues and utilization quay dues. (In September, 1923, when rate of exchange was $5\frac{1}{8}$d., these together amounted to $1/2\frac{1}{4}$ per ton.)

Despatch at half demurrage rate, or £20 per day, on all (try) " working " time saved, computed on the Bill of Lading quantity.

Agency, 20 guineas.

RISOR (Norway) .. 300	.. c.c.
RIVER GAMBIA .. f.a.c. as customary	.. 1/-.

Stipulate for " Not above Macarthy Island."

	Delivery.	Cost.
RIVER PLATE (Lower Ports—Argentina).	.. (n.a.a.) "M.V. & B.A."	
	(1) 500	.. 3/-.

Despatch at half demurrage rate, or £20 per day, on all (try) "working" time saved, computed on the Bill of Lading quantity.

Agency, 20/22 guineas, including despatchers fee.

(2) 500	.. 3/-.
Option scale : 750	.. 3/-, with 9d. reduction in freight.
1,000	.. 3/-, with further 6d. reduction.

Such option to be declared before breaking bulk.

Despatch at half demurrage rate, or £20 per day, on all (try) "working" time saved, computed on the Bill of Lading quantity.

Agency, 20/22 guineas, including despatchers fee.

No Arbitration Clause.

Three per cent. Brokerage.

ROCHEFORT (France) .. 5/600 .. franc.

If necessary, Charterers undertake to lighten Steamer in No. 3 dock, Rochefort, to enable her to enter No. 2 dock without any extra cost of discharging. The expense of shifting from No. 3 dock to No. 2 dock to be borne by steamer and time occupied in shifting not to count.

ROCHE MAURICE (Nantes, France) .. Sometimes n.a.a. 5/600 .. franc.

RODI .. See Rhodes.

RONNE (Denmark) .. 2/400 .. c.c. or Kr. 1.16.

RONNEBY (Sweden) .. 300 .. c.c. or 109 ore.
coke .. c.c. or 190 ore.

RONNEBY ROADS (Sweden) .. 350 .. c.c.

ROSARIO (Argentina) .. "Rosario"; 4/500 .. 3/-.

Despatch at half demurrage rate, or £20 per day, on all (try) "working" time saved, computed on the Bill of Lading quantity.

Agency, 20/22 guineas, including despatchers fee.

1/150 sail ..

ROSCOFF (France) .. "Welcon"; hours purposes .. franc. f.t.

	Delivery.	Cost.
ROSTOCK (Germany) ..	3/500	.. c.c.
ROTTERDAM (Holland)..	" Welcon " ; 6/1,500	.. 60, 65, or 70 cents, or 1/-. d.d.o.
	" Welcon " ; 500 coke	.. 1/6. d.d.o.

" In computing time in Dutch ports, from 1 p.m. on Saturdays to 6 a.m. on Mondays and from midnight on the day previous to a holiday until 6 a.m. on the day following such holiday shall be excepted periods in lieu of Sundays and holidays in Clauses 5 and 16 ; except that for the purpose of computing despatch the time from 1 p.m. to midnight on Saturdays shall not be excepted, but shall count as lay time, whether used or not."

ROUEN (France) ..	(1) " Welcon " ; hours purposes..	franc.	f.t.
	(2) " Welcon " ; 5/600 ..	franc.	d.d.o.
RUDKJOBING (Denmark)	250/500 ..	c.c.	
RUFISQUE (Senegal) ..	200 ..	c.c.	
RUTE (Sweden) ..	2/250 ..	c.c.	

United Kingdom and Ireland.

	Delivery.	Cost.
SCHULL HARBOUR ..	" Welcon " ; hours purposes ..	f.d. f.desp.
SHEERNESS ..	" Admiralty " ; 700 ..	f.d.
SHOREHAM ..	" Welcon " ; hours purposes ..	f.d. f.desp.
SKERRIES ..	" Welcon " ; hours purposes ..	1/-. f.desp.
SKIBBEREEN ..	" Welcon " ; hours purposes ..	1/- or f.d. f.desp.

	Delivery.	Cost.
SLIGO	.. " Welcon " ; hours purposes	.. 1/-. f.desp.
SOUTHAMPTON	.. " Welcon " ; hours purposes	.. f.d. f.desp.

Sometimes n.a.a.

Time not to count from midday on Saturdays until 6 a.m. on Mondays, unless used or unless steamer previously on demurrage.

SWANSCOMBE .. " Welcon " ; hours purposes .. f.d. f.desp.

Sometimes Charterers stipulate for maximum arrival draft of 13′ 6″.

Foreign Ports.

	Delivery.	Cost.
SABANG (East Indies)	.. (1) 375 tons per hatch per day (1,500 maximum).	.. 1/6, on the Bill of Lading quantity, inclusive of port charges and agency.
	(2) 1,200	.. 1/-, covering port charges and agency.
SABANILLA (Colombia)	(1) 2/300	.. c.c. (about 1/6).
	(2) 150	.. f.d.
SABLES D'OLONNE (France).	.. 4/600	.. franc.

Lighterage (if any) to be done at the usual lighterage quay, as ordered, at the expense of the Consignee. Time to commence from arrival at such quay.

SAFFI (Morocco)	.. 150	.. 1/-.
SAGUA LA GRANDE (Cuba).	.. 300	.. c.c.

	Delivery.	Cost.
SAGUENAY RIVER (Canada).	500	f.d.

Sometimes despatch at half demurrage rate—usually 2d. per n.r.t. per day on all (try) " working " time saved in discharging.

SAGUNTO (Spain)	3/600	2 pesetas.

Steamer to pay Spanish transport tax and harbour dues at port of discharge, if imposed.

SAIGON (Annam)	(1) 5/800	c.c. or 6d. or ½ piastre.
	(2) 500	1/-.

Agency, 10 guineas.

Despatch at half demurrage rate on all time saved in discharging. Sufficient moneys to be advanced by Receivers at port of discharge to pay steamer's ordinary inward disbursements, for which Owners are to pay two and one-half per cent. interest.

Owners undertake not to charter such steamer homewards from an Indo-China port to a French port.

SAINT BRIEUX (France).	(1) " Welcon " ; hours purposes	franc. f.t.
	(2) " Welcon " ; 4/500	franc. d.d.o.
ST. HELENA	" Admiralty " ; 50/100	f.d.
SAINT JEAN DE LUZ (France).	1/200	franc.
SAINT JOHN (New Brunswick).	500	f.d.

Sometimes " safe aground " required.

Sometimes despatch at half demurrage rate—usually 2d. per n.r.t. per day on all (try) " working " time saved in discharging.

ST. JOHN'S (Newfoundland).	500/700	f.d.

Sometimes despatch at half demurrage rate—usually 2d. per n.r.t. per day on all (try) " working " time saved in discharging.

ST. KITTS (British West Indies).	300	c.c. (about 2/-).

	Delivery.	Cost.
ST. LAWRENCE (Canada).	5/1,000	f.d.

Sometimes despatch at half demurrage rate—usually 2d. per n.r.t. per day on all (try) " working " time saved in discharging.

ST. LOUIS DU RHONE (France).	3/400	1/-.
ST. LUCIA (British West Indies).	3/500	c.c. (about 2/-).
ST. MALO (France)	(1) " Welcon " ; hours purposes	franc. f.t.
	(2) " Welcon " ; 500	franc. d.d.o.
ST. MICHAEL'S (Azores).	(1) 250/450	1/6.

Agency, 10 guineas.

" All increased disbursements in consequence of port dues being payable in gold as per Government decree, owing to steamer not being under the Portuguese flag, to be borne and paid for by Charterers."

(2) 250/450	1/6.
If the chartered rate of delivery is exceeded by 50 tons per day, the cost of discharge to be	1/7½ per ton.
If by 100 tons per day, then	1/9 "
" 150 " " "	1/10½ "
" 200 " " "	2/- "

Agency, 10 guineas.

" All increased disbursements in consequence of port dues being payable in gold as per Government decree, owing to steamer not being under the Portuguese flag, to be borne and paid for by Charterers."

ST. NAZAIRE (France) (1) 600	franc.
For large tonnage, sometimes option required for 800	1.50 francs.
1,000	2 francs.
(2) 600	franc.
Sometimes option : (*a*) 800	franc, with 1½d. per ton reduction in freight.
1,000	franc, with 3d. per ton reduction in freight.
(*b*) 1,000	franc, with 3d. per ton reduction in freight.
1,500	franc, with 6d. per ton reduction in freight.

	Delivery.	Cost.
ST. PAUL DE LOANDA (Angola).	(1) 2/400	.. 1/- or 1/6.
	(2) 75/100 per hatch per day	.. 1/-.

" All increased disbursements in consequence of port dues being payable in gold as per Government decree, owing to steamer not being under the Portuguese flag, to be borne and paid for by Charterers."

ST. SERVAN (France) .. " Welcon "; hours purposes .. franc. f.t.

ST. STEPHEN (New Brunswick) .. 400 .. f.d.

Sometimes despatch at half demurrage rate—usually 2d. per n.r.t. per day on all (try) " working " time saved in discharging.

ST. THOMAS (West Indies) .. 4/500 .. c.c.

ST. THOMAS (West Africa) .. 200 .. 1/- or 1/6.

" All increased disbursements in consequence of port dues being payable in gold as per Government decree, owing to steamer not being under the Portuguese flag, to be borne and paid for by Charterers."

ST. UBES (Portugal) .. 250/300 .. 1/6.

" All increased disbursements in consequence of port dues being payable in gold as per Government decree, owing to steamer not being under the Portuguese flag, to be borne and paid for by Charterers."

ST. VAAST (France) .. " Welcon "; hours purposes .. franc. f.t.

35/45 sail

ST. VALERY SUR SOMME (France) .. " Welcon "; hours purposes .. franc. f.t.

	Delivery.	Cost.
ST. VINCENT (Cape Verde).	.. (1) 3/400	.. 1/6, on Bill of Lading quantity.

Agency, 10 guineas.

Delivery scale: Up to 5,000 tons .. 300 delivery.
Over 5,000 „ .. 400 „

(2) 3/400 .. 1/6, on Bill of Lading quantity.

(*a*) Despatch at half demurrage rate, or £20 per day, on all (try) "working" time saved, computed on the Bill of Lading quantity, or

(*b*) If the chartered rate of delivery be exceeded by 100 tons daily, the cost of discharge to be increased by 1d. per ton, if 200 tons daily by 2d., and if 300 tons daily by 3d., etc.

Agency, 10 guineas.

Scale, as above.

(Gold Decree Clause not yet required for this destination).

SAKSKJOBING (Denmark).	.. 2/300		.. c.c. or Kr. 1.25.
		coke	.. c.c. or Kr. 2.00.
		fuel	.. c.c. or Kr. 1.40.
SALAMIS (Greece)	.. (1) 500/600		.. 1/- or 2/-.
	(2) 500		.. 1/-.
	Charterers' option: 650		.. 1/1½.
Do. (ARSENAL)	.. 600		.. 2/-.
SALAVERRY (Peru)	.. 350	(excl. surf days)	.. c.c.
	1/150 sail	„ „	..
SALERNO (Italy)	.. 3/600		.. 10d.
SALINA CRUZ (Mexico)	400		.. c.c. (about 3/-).
SALIS (Latvia)	.. 2/300		.. c.c.
	(10′ maximum arrival draft.)		
SALOBRINA (Spain)	.. 200		.. 2 pesetas.

Steamer to pay Spanish transport tax and harbour dues at port of discharge, if imposed.

SALONA (Jugo-Slavia)	.. 4/500		.. 8d. or 10d.
	300	coke	.. 1/-.

	Delivery.		Cost.
SALONIKA (Greece) ..	4/600		.. 1/- or 2/-.
SAMANCO (Peru) ..	350	(excl. surf days)	.. c.c.
	1/150	sail „ „	
SAMARANG (Java) ..	500		.. c.c.
	350	coke	.. c.c.
SAN ANTONIO (Chile)..	4/600	(excl. surf days)	.. c.c.
	350	coke „ „	.. c.c.
	1/150	sail „ „	
SANDARNE (Sweden) ..	300		.. c.c.
SANDEFJORD (Norway)..	300		.. c.c.
SANDNAES (Norway) ..	200		.. c.c.
SAN FELIU DE GUIXOLS (Spain) ..	2/300		.. 2 pesetas.
	200	coke	.. 3 pesetas.

Steamer to pay Spanish transport tax and harbour dues at port of discharge, if imposed.

SAN FRANCISCO (U.S A.). ..	500	.. c.c. or 80 cents.
SAN JUAN (Porto Rico)	3/500	.. c.c.
SAN JUAN D'AZNALFARACHE (Spain).	250/350	.. 2 pesetas.

Steamer to pay Spanish transport tax and harbour dues at port of discharge, if imposed.

Draft of Water on bar, owing to silting up of sand, said to be 17′ 9″ (August, 1924.).

SAN LUCAR (Spain) ..	2/250	.. 2 pesetas.

Steamer to pay Spanish transport tax and harbour dues at port of discharge, if imposed.

SANNESUND (Norway) ..	350/500	.. c.c.

	Delivery.		Cost.
SAN PEDRO (U.S.A.) ..	500	coke	.. c.c.
SAN PEDRO DEL PINATAR (Spain). ..	250		.. 2 pesetas.

Steamer to pay Spanish transport tax and harbour dues at port of discharge, if imposed.

SAN PEDRO DE MACORIS .. See Marcoris.

SAN RAPHAEL (France)	3/350	.. 1/-
SAN REMO (Italy) ..	400	.. 10d.
SAN SEBASTIAN (Spain). ..	2/250	.. 2 pesetas.

Steamer to pay Spanish transport tax and harbour dues at port of discharge, if imposed.

SANTA CATERINA (Brazil). ..	300	.. 3/-.

Despatch at half demurrage rate, or £20 per day, on all (try) "working" time saved, computed on the Bill of Lading quantity.

Agency, 20 guineas.

SANTA CRUZ (Teneriffe). ..	(1) 3/400	.. 2/-, on the Bill of Lading quantity, including all taxes and port dues.

Agency, £10 10s.

Delivery scale: Up to 5,000 tons .. 300 delivery.
Over 5,000 „ .. 400 „

(2) 3/400	.. 2/-, on the Bill of Lading quantity, including all taxes and port dues.

Despatch at half demurrage rate, or £20 per day, on all (try) "working" time saved, computed on the Bill of Lading quantity.

Agency, £10 10s.

Scale, as above.

150/175 sail ..

	Delivery.	Cost.
SANTA ELENA (Argentina).	.. "River Parana"; 3/400	.. 3/-.

Despatch at half demurrage rate, or £20 per day, on all (try) "working" time saved, computed on the Bill of Lading quantity.

Agency, 20/22 guineas, including despatchers fee.

SANTA FÉ (Argentina) .. "River Parana"

(1) 300 .. 2/6.

(2) 4/500 .. 3/-.

Despatch at half demurrage rate, or £20 per day, on all (try) "working" time saved, computed on the Bill of Lading quantity.

Agency, 20/22 guineas, including despatchers fee.

150 sail ..

SANTA LIBERATA (Italy) .. 4/500 .. 10d.

SANTANDER (Spain) .. 250/600 .. 2 pesetas.

Do. Castillero .. 3/500 .. 2 pesetas.

Do. Nueva Montana (Bay of Maliano), Maximum length, 300′; maximum draft, 20′.

4/600 .. 2 pesetas.

Steamer to pay Spanish transport tax and harbour dues at port of discharge, if imposed.

SANTA ROSALIA (Mexico) .. 50 sail

SANTIAGO (Cuba) .. 3/400 .. c.c. (about 3/-).

SANTO DOMINGO (Dominican Republic) .. 3/500 .. c.c.

SANTONA (Spain) .. 250/300 .. 2 pesetas.

Steamer to pay Spanish transport tax and harbour dues at port of discharge, if imposed.

	Delivery.	Cost.
SANTOS (Brazil)	.. (1) 500	.. 3/-, on Bill of Lading quantity, inclusive of Docas dues.

Sometimes Charterers require option of effecting discharge of steamer at rate of 400 tons per day, in which case freight to be increased by 6d.

Despatch at half demurrage rate, or £20 per day, on all (try) "working" time saved, computed on the Bill of Lading quantity.

Agency, 20 guineas.

	(2) 500	.. 3/-, on Bill of Lading quantity, inclusive of Docas dues.
Scale :	750	.. 3/3.
	1,000	.. 3/6.

Despatch at half demurrage rate, or £20 per day, on all (try) "working" time saved, computed on the Bill of Lading quantity.

Agency, 20 guineas.

	(3) 500	.. 3/-, on the Bill of Lading quantity, inclusive of Docas dues.

Demurrage, 4d. per n.r.t. per day.

Despatch, £20 per day (try "working" day).

Agency, 20 guineas.

Full freight in advance, free of discount.

No two per cent. in lieu of weighing.

Free of address commission and brokerage.

SAO THOMÉ (West Africa).	.. 200	.. 1/- or 1/6.

"All increased disbursements in consequence of port dues being payable in gold as per Government decree, owing to steamer not being under the Portuguese flag, to be borne and paid for by Charterers."

SARPSBORG (Norway)	.. 350/500	.. c.c.
SAS VAN GHENT (Belgium).	.. "Welcon"; 350	.. franc. d.d.o.
SAUDE (Stavanger Fiord—Norway).	.. 600	.. f.d.
SAVANILLA (Colombia)	.. 200	.. c.c.

	Delivery.	Cost.
SAVANNAH (U.S.A.) ..	4/1,000	.. f.d.

Sometimes despatch at half demurrage rate—usually 2d. per n.r.t. per day on all (try) " working " time saved in discharging.

SAVONA (Italy) ..	(1) 5/600		.. 6½d.
	(2) 800		.. 10d.
	3/400	coke	.. 10d. or 1/-.
SCHIEDAM (Holland) ..	" Welcon "; 5/1,000		.. 1/-. d.d.o.

" In computing time in Dutch ports, from 1 p.m. on Saturdays to 6 a.m. on Mondays and from midnight on the day previous to a holiday until 6 a.m. on the day following such holiday shall be excepted periods in lieu of Sundays and holidays in Clauses 5 and 16; except that for the purpose of computing despatch the time from 1 p.m. to midnight on Saturdays shall not be excepted, but shall count as lay time, whether used or not."

SCHLESWIG (Germany). ..	250	.. c.c. or 1/-
SCUTARI (Albania) ..	350	.. 8d.
SEARSPORT (Penobscot Bay, Maine—U.S.A.).	1,500	.. f.d. Free port charges.

Draft of water: 22′ low tide (mud bottom); 33′ high tide.
Maximum length: 350′ over-all.

Sometimes despatch at half demurrage rate—usually 2d. per n.r.t. per day on all (try) " working " time saved in discharging.

SEATTLE (U.S.A.) ..	(1) 300 per hold per day		.. 75 cents.
	(2) 1,000		.. f.d.

Sometimes despatch at half demurrage rate—usually 2d. per n.r.t. per day on all (try) " working " time saved in discharging.

SEBASTOPOL (Russia) ..	3/350	.. f.d. or 3/6, inclusive of port charges, dues, and agency.

Two-thirds of five per cent. brokerage to Charterers (Arcos terms).

SEBENICO (Jugo-Slavia) ..	3/500		.. 8d. or 10d.
	350	coke	.. 1/-.

	Delivery.	Cost.
SEKONDI (Gold Coast) ..	250	.. 1/9, inclusive of dues.
SELANGOR (Straits Settlements). ..	500	.. c.c.
SELZAETE (Belgium) ..	" Welcon "; 500	.. franc. d.d.o.
SERVOLA (Italy) ..	800	.. 8d. or 10d.
	350 coke	.. 1/-.
SETUBAL (Portugal) ..	2/300	.. 1/6.
Do. Rasca Wharf (n.a.a.)	100	.. 1/6.

" All increased disbursements in consequence of port dues being payable in gold as per Government decree, owing to steamer not being under the Portuguese flag, to be borne and paid for by Charterers."

SEVASTOPOL (Russia) .. See Sebastopol.

SEVILLE (Spain) ..	250/350	.. 2 pesetas.

Steamer to pay Spanish transport tax and harbour dues at port of discharge, if imposed.

Draft of water on bar owing to the silting up of sand said to be 17′ 9″ (August, 1924).

SEYCHELLES ..	" Admiralty "; 2/250	.. f.d.
Do. ..	350	.. 1½ rupees.
SEYDISFJORD (Iceland)..	2/250	.. c.c.
SFAX (Tunisia) ..	(1) 3/400	.. 1/-. Sometimes on Bill of Lading quantity.
Do. ..	(2) 400	.. 1/-. Sometimes on Bill of Lading quantity.
	Scale : 500	.. 1/3.
	600	.. 1/6.

PEAGE DUES.—See under Tunisian Ports.

SHANGHAI (China) ..	" Admiralty "; 5/700	.. f.d.

	Delivery.	Cost.
SICILY	4/600	10d.
SIDI ABDULLAH (Tunisia).	See Bizerte.	
SIERRA LEONE	250/400	2/3, on the Bill of Lading quantity, inclusive of port dues.
	Agency, 10 guineas.	
SIMONSTOWN (Cape Colony).	"Admiralty"; 500	f.d.
SIMRISHAMN (Sweden)	2/300	c.c.
SINGAPORE (Straits Settlements).	"Admiralty"; 500	f.d.
	(1) 4/700	c.c.
	(2) 400	c.c. (about 1/0½.)
	Agency, £10 10s.	
	Despatch at one-third demurrage rate.	
	Maximum length not to exceed 385′	
SKIEN (Norway)	3/500	c.c.
SKIVE (Denmark)	2/300	c.c. or Kr. 1.25.
	coke	c.c. or Kr. 2.00.
	fuel	c.c. or Kr. 1.40.
	(13′ maximum arrival draft.)	
SLAGELSE (Denmark)	2/300	c.c. or Kr. 1.25.
	coke	c.c. or Kr. 2.00.
	fuel	c.c. or Kr. 1.40.
SLEMMESTAD (Norway)	500	c.c.

	Delivery.		Cost.
SLUISKIL (Holland) ..	(1) " Welcon " ; 1,000 (20′ maximum arrival draft.)		.. f.d. d.d.o.
	(2) " Welcon " ; 1/1,500		.. f.d. or franc (Belg.). d.d.o.

" In computing time in Dutch ports, from 1 p.m. on Saturdays to 6 a.m. on Mondays and from midnight on the day previous to a holiday until 6 a.m. on the day following such holiday shall be excepted periods in lieu of Sundays and holidays in Clauses 5 and 16 ; except that for the purpose of computing despatch the time from 1 p.m. to midnight on Saturdays shall not be excepted, but shall count as lay time, whether used or not."

SMYRNA (Asia Minor) ..	4/500		.. 1/-, 1/8 or 2/-.
SODERHAMN (Sweden)	3/400		.. c.c.
SODERTELJE (Sweden) ..	350		.. c.c.
SOLLER (Majorca) ..	2/300 (14′ maximum arrival draft.)		.. 2 pesetas.

Steamer to pay Spanish transport tax and harbour dues at port of discharge, if imposed.

SOLVESBORG (Sweden)..	3/400		.. c.c. or 116 ore.
		coke	.. c.c. or 199 ore.
SONDERBERG (Denmark). ..	150/350		.. c.c. or Kr. 1.25.
		coke	.. c.c. or Kr. 2.00.
		fuel	.. c.c. or Kr. 1.40.
SORNAES (Finland) ..	2/500		.. c.c.
SOURABAYA (Java) ..	(1) 1,500		.. 1/-, inclusive of dues and agency.
Do. ..	(2) 500		.. c.c.
	(3) 500		.. 75 cents. (Dutch) per 1,000 kilos.
	400	fuel	.. 75 cents. (Dutch) per 1,000 kilos.
	250/300	coke	.. c.c.
SOUSSE (Tunisia) ..	3/400		.. 1/-.

PEAGE DUES.—See under Tunisian Ports.

		Delivery.		Cost.
SOUTH GEORGIA ..		150/200		.. f.d.
SPALATO (Jugo-Slavia) ..		3/500		.. 8d. or 10d.
		350	coke	.. 1/-.
SPEZIA (Italy) ..	(1)	750		.. 6½d. (Italian Navy).
	(2)	5/600		.. 6½d.
		3/400	coke	.. 10d. or 1/-.
		300	pitch	.. 1/-.
STANGHELLE (Norway)		250		.. c.c.
STAVANGER (Norway) ..		300		.. c.c.
STEGE (Denmark) ..		2/300		.. c.c. or Kr. 1.25.
			coke	.. c.c. or Kr. 2.00.
			fuel	.. c.c. or Kr. 1.40.
STETTIN b.b. (Germany). ..		500		.. 1/-.
STOCKA (Sweden) ..		350		.. c.c.
STOCKHOLM (Sweden)	(1)	4/1,700		.. c.c. or 152 ore, or (by grabs) 70/75 ore.
	(2)	1,800 (if suitable for grab discharge).		.. Kr. 1.15, and 3 ore for workmen's insurance, etc.
		250/500	coke	.. c.c. or 216 ore, or (by grabs) 100 ore.
STOLPEMUNDE (Germany). ..		2/350		.. 1/-.
STRALSUND (Germany)		300		.. 1/-.

	Delivery.		Cost.
STROMSTAD (Sweden) ..	300		.. c.c.
STRUER (Denmark) ..	2/300		.. c.c. or Kr. 1.25.
		coke	.. c.c. or Kr. 2.00
		fuel	.. c.c. or Kr. 1.40.
STUBBEKJOBING (Denmark).	2/400		.. c.c. or Kr. 1.25.
		coke	.. c.c. or Kr. 2.00.
		fuel	.. c.c. or Kr. 1.40.
STUGSUND (Sweden) ..	3/400		.. c.c.
SUAKIN (Egypt) ..	500		.. c.c.
SUCAREZ (Italy) ..	500		.. 10d.
SUEZ (Egypt) ..	" Admiralty "; 500		.. f.d.
Do. ..	(1) 3/500		.. c.c., 1/- or 1/1. Sometimes on the Bill of Lading quantity.
	(2) 100 per hatch per day (maximum 400).		.. c.c. (about 9d.). Sometimes on the Bill of Lading quantity.
SULINA (Roumania) ..	3/500		.. 1/- or 2/-.
SUNDSVALL (Sweden) ..	3/600		.. c.c.
SUSA (Tunisia) ..	3/400		.. 1/-.

PEAGE DUES.—See under Tunisian Ports.

SUSAK (or SUSSAK) (Jugo-Slavia). ..	4/500		.. 8d. or 10d.
	300	coke	.. 1/-.
SUVA (Fiji Islands) ..	500		.. c.c. (about 2/-).
SVANEKE (Bornholm) (Denmark). ..	200		.. c.c.

	Delivery.		Cost.
SVELVIKEN (Norway) ..	200 (13′ maximum arrival draft).		.. c.c.
SVENDBORG (Denmark)	3/350		.. c.c. or Kr. 1.25.
	200	coke	.. c.c. or Kr. 2.00.
		fuel	.. c.c. or Kr. 1.40.
SVOLVAER (Norway) ..	300		.. c.c.
SWAKOPMUND .. (S.W. African Protectorate).	175		.. f.d. (Pre-War).

Steamer to feed labourers actually employed in discharging cargo, receivers allowing one mark per man per day for same.

SWINEMUNDE .. (Germany).	4/700	.. c.c. or 1/-.
SYDNEY (C.B. Canada) ..	500	.. f.d.

Sometimes despatch at half demurrage rate—usually 2d. per n.r.t. per day on all (try) " working " time saved in discharging.

SYRA (Greece) ..	4/500	.. 1/- or 2/-.
SYRACUSE (Sicily) ..	(1) 3/500	.. 10d.
	(2) 5/600	.. 10d.

United Kingdom and Ireland.

	Delivery.	Cost.
THAMES (n.a.a.) ..	(1) " Welcon " ; hours purposes ..	f.d. f.desp.
	(2) " Welcon " ; hours purposes ..	f.d. f.t.

Steamer must be suitable for grab discharge.

Time not to count from midday on Saturdays until 6 a.m. on Mondays, unless used or unless steamer previously on demurrage.

The Thames/Medway Clause, upon which some Charterers insist, necessitates alteration.

(1) Freight must be paid on the Bill of Lading quantity.

(2) The paragraph relating to Charterers supplying steamer with bunkers and the appointment of their agents at ports of loading and discharging must be deleted.

	Delivery.	Cost.
TORQUAY	.. " Welcon " ; hours purposes	.. f.d. f.desp.
TRALEE (Fenit)	.. " Welcon " ; hours purposes	.. f.d. f.desp.

Foreign Ports.

	Delivery.	Cost.
TABARKA (Tunisia)	.. 2/300	.. 1/-.

PEAGE DUES.—See under Tunisian Ports.

TAKORADI .. See Sekondi.

TALCAHUANO (Chile) ..	3/500	(excl. surf days)	.. c.c.
	1/150	sail „ „	
TALTAL (Chile) ..	500	(excl. surf. days)	.. c.c.
	75/150	sail „ „	
TAMATAVE (Madagascar).	.. f.a.c. or 2/350		.. c.c. (about 1/6).
TAMPICO (Mexico) ..	4/500		.. 35 cents (Mexican).
	400	fuel	.. 45 „ „
	260	coke	.. 60 „ „
TANDJONG PRIOK (Java).	.. (1) 5/1,000		.. lowest c.c.
	(2) 800		.. 1/-, inclusive of port charges and agency.
	3/350	coke	.. lowest c.c.
TANGIER (Morocco) ..	2/300		.. 1/-.

	Delivery.		Cost.
TAORMINA (Sicily) ..	250/300		.. 10d.
TARANTO (Italy) ..	4/1,000		.. 10d.
TARRAGONA (Spain) ..	250/500		.. 2 pesetas.

Steamer to pay Spanish transport tax and harbour dues at port of discharge, if imposed.

TAVIRA (Portugal) ..	1/150		.. 1/6.

"All increased disbursements in consequence of port dues being payable in gold as per Government decree, owing to steamer not being under the Portuguese flag, to be borne and paid for by Charterers."

TCHIO (New Caledonia)	500	coke	.. c.c.
TEGAL (Java) ..	250	coke	.. c.c.
TENERIFFE (Canary Islands). .. (1)	3/400		.. 2/-, on the Bill of Lading quantity, including all taxes and port dues.

Agency, 10 guineas.

Delivery scale: Up to 5,000 tons .. 300 delivery.
Over 5,000 ,, .. 400 ,,

(2)	3/400	.. 2/-, on the Bill of Lading quantity, including all taxes and port dues.

Despatch at half demurrage rate, or £20 per day, on all (try) "working" time saved, computed on the Bill of Lading quantity.

Agency, 10 guineas.

Scale, as above.

	150/175	sail
TENEZ (Algeria) ..	300	.. 1/-.

PEAGE DUES.—See under Algerian Ports.

TEODO (or TIVATA) (Jugo-Slavia). ..	350/400	.. 8d. or 10d.

	Delivery.	Cost.
TERCEIRA (Azores)	(1) 250/450	1/6.

Agency, 10 guineas.

"All increased disbursements in consequence of port dues being payable in gold as per Government decree, owing to steamer not being under the Portuguese flag, to be borne and paid for by Charterers."

(2) 250/450	1/6.
If the chartered rate of delivery is exceeded by 50 tons per day, the cost of discharge to be	1/7½ per ton.
If by 100 tons per day, then	1/9 ,,
,, 150 ,, ,, ,,	1/10½ ,,
,, 200 ,, ,, ,,	2/- ,,

Agency, 10 guineas.

"All increased disbursements in consequence of port dues being payable in gold as per Government decree, owing to steamer not being under the Portuguese flag, to be borne and paid for by Charterers."

TERMINI (Sicily)	3/400		10d.
TERNEUZEN (Holland)	"Welcon"; 4/1,000		f.d. or 1/- or 62½ cents. or franc (Belg.). d.d.o.

"In computing time in Dutch ports, from 1 p.m. on Saturdays to 6 a.m. on Mondays and from midnight on the day previous to a holiday until 6 a.m. on the day following such holiday shall be excepted periods in lieu of Sundays and holidays in Clauses 5 and 16; except that for the purpose of computing despatch the time from 1 p.m. to midnight on Saturdays shall not be excepted, but shall count as lay time, whether used or not."

TERRANOVA (Sicily)	3/400		10d.
TERRANOVA (Sardinia)	3/400		10d.
TERSCHELLING (Holland).	"Welcon"; 500		1/-. d.d.o.

"In computing time in Dutch ports, from 1 p.m. on Saturdays to 6 a.m. on Mondays and from midnight on the day previous to a holiday until 6 a.m. on the day following such holiday shall be excepted periods in lieu of Sundays and holidays in Clauses 5 and 16; except that for the purpose of computing despatch the time from 1 p.m. to midnight on Saturdays shall not be excepted, but shall count as lay time, whether used or not."

THIO (New Caledonia)	500	coke	c.c.
THISTED (Denmark)	2/300		c.c. or Kr. 1.25.
		coke	c.c. or Kr. 2.00.
		fuel	c.c. or Kr. 1.40.

	Delivery.	Cost.
THREE RIVERS (Canada).	500/1,000	f.d.

Sometimes despatch at half demurrage rate—usually 2d. per n.r.t. per day on all (try) " working " time saved in discharging.

TIVATA (or TEODO) (Jugo-Slavia).	350/400	8d. or 10d.
TOBRUK (Tripolitania)	240	10d.
TOCOPILLA (Chile)	4/500 (excl. surf days) 1/150 sail „ „	c.c.
TOFTE (Norway)	300	c.c.
TONNAY CHARENTE (France).	4/600	franc.
TONNING (Germany)	250/400	c.c. or 1/-.
TONSBERG (Norway)	300	c.c.
TORONTO (Canada)	4/1,000	f.d.

(Maximum Length, 265′, Beam, 43′, and 14′ maximum arrival draft at Lachine Canal.)

Sometimes despatch at half demurrage rate—usually 2d. per n.r.t. per day on all (try) " working time " saved in discharging.

TORP (Nr. Fredrikstad) (Norway)	400	c.c.
TORRE ANNUNZIATA (Italy).	5/800 300 pitch	10d. 1/-.
TORRE DEL MAR (Spain)	200	2 pesetas.

Steamer to pay Spanish transport tax and harbour dues at port of discharge, if imposed.

	Delivery.		Cost.
TORREVIEJA (Spain) ..	2/300		.. 2 pesetas.
Steamer to pay Spanish transport tax and harbour dues at port of discharge, if imposed.			
TOULON (France) ..	3/500		.. 1/-.
TRANGSUND (Finland) ..	250/400		.. c.c.
TRAPANI (Sicily) ..	250/400		.. 10d.
TREGUIER (France) ..	" Welcon "; hours	purposes	.. franc. f.t.
TRELLEBORG (Sweden)..	3/400		.. c.c. or 127 ore.
	250	coke	.. c.c. or 192 ore.
TREPORT (France) ..	" Welcon "; hours	purposes	.. franc. f.t.
TRIESTE (Italy) ..	(1) 5/600		.. 10d.
	(2) 500		.. 10d.
	Option : 800		.. 10d., with 2d. reduction in freight.
	350/400	coke	.. 1/- or 1/6.
TRINCOMALIE (Ceylon)	" Admiralty "; 4/500		.. f.d.
TRINIDAD ..	4/500		.. c.c. or 1/8. Sometimes on the Bill of Lading quantity.
TRIPOLI (Syria) ..	(1) 3/400		.. 1/- or 1/6 or 1/9.
	(2) 400		.. 1/9.
	Option : 500		.. 2/-.
TRIPOLI (N. Africa) ..	3/400		.. 1/- or 1/6 or 1/9.
TROLLHATTAN (Sweden)	300		.. 1/-.

	Delivery.		Cost.
TROMSO (Norway) ..	3/500		.. c.c.
TRONDHJEM (Norway) ..	3/400		.. c.c.
	2/300	coke	.. c.c.
TROUVILLE (France) ..	" Welcon "; hours purposes		.. franc. f.t.
TUARMINE (Hango) (Finland). ..	250		.. c.c.
TUBORG (Denmark) ..	2/400 or f.a.c.		.. c.c
TUCACAS (Venezuela) ..	(1) 75 per hatch per day (150 try 200 maximum).		.. c.c. (about 1/6).
	(2) 150		.. c.c.
	100	coke	.. c.c.
	75	sail	

TUNISIAN PORTS: PEAGE DUES.—" Peage of 90 centimes per ton of cargo discharged shall be paid and borne solely by the ship."

Certain Charterers are stipulating for the above Clause to be inserted in Charter-parties effected for these destinations, which should under no circumstances be agreed to.

In many instances, Peage dues have been paid by Owners of steamers discharging cargoes at these ports. Such charge at Oran (Algeria) was recently contested, and the decision given was that Peage was solely for account of Receivers. A similar action is now pending at Algiers, and it is thought the result will be favourable to the Shipowner. Receivers have refunded amounts so charged in certain cases when Owners have instituted legal proceedings.

TUNIS (Tunisia) ..	(1) 3/400		.. 1/-.
	(2) 400		.. 1/-.
	Option : 600		.. 1/6.
	800		.. 2/-.
	250/400	coke	.. 1/-.

(21' maximum arrival draft).

PEAGE DUES.—See under Tunisian Ports.

	Delivery.	Cost.
TUTICORIN (India)	(1) 500	.. c.c.
	(2) 400	.. f.d.

Despatch at half demurrage rate.
Agency, £21.

TVEDESTRAND (Norway).	300	.. c.c.
TWILLINGATE (Newfoundland).	400	.. f.d.

Sometimes despatch at half demurrage rate—usually 2d. per n.r.t. per day on all (try) "working" time saved in discharging.

TYSSEDAL (Norway)	250/300	.. c.c. or Kr. 1.75.

United Kingdom and Ireland.

	Delivery.	Cost.

Foreign Ports.

	Delivery.	Cost.
UDDEVALLA (Sweden)	2/300	.. c.c. or 180 ore.
ULEABORG (Finland)	250/350	.. c.c.
UMEA (Sweden)	250	.. c.c.
U.S.A. PORTS (Northern Range—Norfolk-Portland).	1,000	.. f.d.

Sometimes despatch at half demurrage rate—usually 2d. per n.r.t. per day on all (try) "working" time saved in discharging.

United Kingdom and Ireland.

	Delivery.	Cost.
VALENTIA	.. "Welcon"; hours purposes	.. f.d. f.desp.

Foreign Ports.

	Delivery.		Cost.
VADO LIGURE (Italy) ..	4/500		.. 10d.
VADSO (Norway) ..	350		.. c.c or Kr. 2.50.
		coke	.. c.c. or Kr. 3.50.
VALDERMARSVIK (Sweden). ..	150/300		.. c.c.
VALENCIA (Spain) ..	250/500		.. 2 pesetas.
	300	fuel	.. 3 pesetas.
	2/250	coke	.. 3 pesetas.

Steamer to pay Spanish transport tax and harbour dues at port of discharge, if imposed.

When congestion arises at this port it is the custom to detain steamers outside until a berth is available, Receivers maintaining that time for discharging does not commence to count until steamer actually arrives in the port.

VALLCARCA (Nr. Barcelona, Spain) ..	400		.. f.d.

Steamer to pay Pts. 1.35 per ton of 1,000 kilos to cover all Spanish dues and taxes.

VALPARAISO (Chile) ..	4/600	(excl. surf. days)	.. c.c.
	1/150	sail „ „	
VANCOUVER (British Columbia). ..	5/1,000		.. f.d. or c.c. or 75 cents.
VANNES (France) ..	1/150		.. franc.
	30/40	sail	

	Delivery.		Cost.
VARBERG (Sweden) ..	2/300		.. c.c. or 107 ore.
		coke	.. c.c. or 164 ore.
VARDO (Norway) ..	3/350		.. c.c. or Kr. 2.66.
		coke	.. c.c. or Kr. 3.60.
VARNA (Bulgaria) ..	4/500		.. 10d., 1/- or 1/8.
	2/400	coke	.. c.c. (about 3/6, 1924), or 1/- or 1/6.
VATOMANDRY (Madagascar). ..	f.a.c. or 2/350		.. c.c. (about 1/6).
VEILE (Denmark) ..	2/300 (600 cranes)		.. c.c. or Kr. 1.25.
		coke	.. c.c. or Kr. 2.00.
		fuel	.. c.c. or Kr. 1.40.
VELSEN (Holland) ..	"Welcon"; 5/650 (16′ maximum arrival draft.)		.. 1/-. d.d.o.
VENEZUELA ..	150/200		.. c.c.
	75	sail	
VENICE (Italy) ..	5/600		.. 10d.
	350/400	coke	.. 1/6.
VERA CRUZ (Mexico) ..	350/500		.. c.c. or 1/6
VERAWAL (India) ..	400		.. $1\frac{3}{4}$ rupees.
VESTERVIK (Sweden) ..	300		.. c.c. or 120 ore.
		coke	.. c.c. or 194 ore.

"In computing time in Dutch ports, from 1 p.m. on Saturdays to 6 a.m. on Mondays and from midnight on the day previous to a holiday until 6 a.m. on the day following such holiday shall be excepted periods in lieu of Sundays and holidays in Clauses 5 and 16; except that for the purpose of computing despatch the time from 1 p.m. to midnight on Saturdays shall not be excepted, but shall count as lay time, whether used or not."

	Delivery.	Cost.
VESTMANN ISLAND (Iceland).	200	.. c.c.
VIANNA DO CASTELLO (Portugal).	200/250	.. 1/6.

"All increased disbursements in consequence of port dues being payable in gold as per Government decree, owing to steamer not being under the Portuguese flag, to be borne and paid for by Charterers."

VIBORG (Finland)	250/400	.. c.c.
VICTORIA (Brazil)	3/400	.. 3/-.

Despatch at half demurrage rate, or £20 per day, on all (try) "working" time saved, computed on the Bill of Lading quantity.

Agency, 20 guineas.

Docas dues, if any, to be for account of Charterers.

(Maximum arrival draft not to exceed 16'.)

VIDEY ISLAND (Iceland).	175/300	.. c.c.
VIGO (Spain)	(1) 2/400	.. 2 pesetas.

Steamer to pay Spanish transport tax and harbour dues at port of discharge, if imposed.

	(2) 250/400	.. 2 pesetas.

Steamer to be free of transport tax and harbour dues at port of discharge.

	(3) 300	.. 2.35 pesetas, including all taxes and dues.
VILLA CONSTITUCION (Argentina).	"River Parana"; 4/500	.. 3/-.

Despatch at half demurrage rate, or £20 per day, on all (try) "working" time saved, computed on the Bill of Lading quantity.

Agency, 20/22 guineas, including despatchers fee.

VILLAGARCIA (Spain)	2/300	.. 2 pesetas.

Steamer to pay Spanish transport tax and harbour dues at port of discharge, if imposed.

Do. (Muelle del Ramal Wharf).	250	.. 2 pesetas.

(Maximum arrival draft 15'.)

Steamer to pay 1/- per ton of 1,000 kilos to cover transport tax and harbour dues.

	Delivery.	Cost.
VILLA REAL (Portugal).	.. 250	.. 1/6.

(N.B.—n.a.a. if exceeding 12′ arrival draft.)

" All increased disbursements in consequence of port dues being payable in gold as per Government decree, owing to steamer not being under the Portuguese flag, to be borne and paid for by Charterers."

VILLARICOS (Spain) .. 250 .. 2 pesetas or 1/-.

Transport tax and harbour dues, together amounting to Pts. 1.25, to be paid by steamer.

VILVORDE (Belgium) .. " Welcon " ; 5/1,500 .. f.d. or 1/- or franc. d.d.o.

(18′ 6″ maximum arrival draft.)

VINAROZ (Spain) .. 2/250 .. 2 pesetas.

Steamer to pay Spanish transport tax and harbour dues at port of discharge, if imposed.

VISBY (Sweden) .. 3/400 .. c.c. or 118 ore.
coke .. c.c. or 194 ore.

VIZAGAPATAM (India) .. 500 .. c.c.

VLAARDINGEN (Holland). .. " Welcon " ; 500 .. 1/-. d.d.o.

" In computing time in Dutch ports, from 1 p.m. on Saturdays to 6 a.m. on Mondays and from midnight on the day previous to a holiday until 6 a.m. on the day following such holiday shall be excepted periods in lieu of Sundays and holidays in Clauses 5 and 16 ; except that for the purpose of computing despatch the time from 1 p.m. to midnight on Saturdays shall not be excepted, but shall count as lay time, whether used or not."

VLISSINGEN (Holland) .. " Welcon " ; 250/400 .. f.d. or 1/- d.d.o.

" In computing time in Dutch ports, from 1 p.m. on Saturdays to 6 a.m. on Mondays and from midnight on the day previous to a holiday until 6 a.m. on the day following such holiday shall be excepted periods in lieu of Sundays and holidays in Clauses 5 and 16 ; except that for the purpose of computing despatch the time from 1 p.m. to midnight on Saturdays shall not be excepted, but shall count as lay time, whether used or not."

VOLO (Greece) .. 250/500 .. 1/-.

	Delivery.		Cost.
VORDINGBORG .. (Masnedsund—Denmark).	2/300		.. c.c. or Kr. 1.25.
		coke	.. c.c. or Kr. 2.00.
		fuel	.. c.c. or Kr. 1.40.
VRAGNITZA .. (Jugo-Slavia).	4/500		.. 8d. or 10d.

United Kingdom and Ireland.

	Delivery.		Cost.
WARRENPOINT	.. " Welcon " ; hours	purposes	.. 1/-. f.desp.
WATERFORD	.. " Welcon " ; hours	purposes	.. 1/-. f.desp.
WESTPORT	.. " Welcon " ; hours	purposes	.. 1/-. or f.d. f.desp.
WEXFORD	.. " Welcon " ; hours	purposes	.. f.d. f.desp.
WICKLOW	.. " Welcon " ; hours	purposes	.. f.d. f.desp.

Foreign Ports.

	Delivery.	Cost.
WALFISH or WALVIS BAY (S.W. African Protectorate) ..	" Admiralty " ; 2/250	.. f.d.
Do. ..	2/250	.. 2/-.
WARBERG (Sweden) ..	250	.. c.c.

	Delivery.	Cost.
WARNEMUNDE (Germany).	3/500	c.c. or 1/-.
WASA (Finland)	250/350	c.c.
WASSOU (River Gambia)	f.a.c. as customary	1/-.
WEI-HAI-WEI (China)	"Admiralty"; 500	f.d.
WELLINGTON (New Zealand).	500	c.c. (about 2/-).
WESER (Germany)	"Welcon"; 4/1,000	1/-. d.d.o.
	"Welcon"; 300 coke	1/6. d.d.o.
WESTERWIK (Sweden)	300	c.c.
WIBORG (Finland)	250/400	c.c.
WILHELMSHAVEN (Germany).	"Welcon"; 4/1,000	1/-. d.d.o.
	"Welcon"; 400 coke	1/6. d.d.o.
WILLEMSOORD (Holland).	"Welcon"; 400	1/-. d.d.o.

"In computing time in Dutch ports, from 1 p.m. on Saturdays to 6 a.m. on Mondays and from midnight on the day previous to a holiday until 6 a.m. on the day following such holiday shall be excepted periods in lieu of Sundays and holidays in Clauses 5 and 16; except that for the purpose of computing despatch the time from 1 p.m. to midnight on Saturdays shall not be excepted, but shall count as lay time, whether used or not."

WINDAU (Latvia)	3/350	c.c.
WISBY (Sweden)	3/400	c.c.

	Delivery.	Cost.
WISMAR (Germany) ..	3/500	.. 1/-.
WOLGAST (Germany) ..	250	.. c.c.
WYBORG (Finland) ..	250/400	.. c.c.

United Kingdom and Ireland.

	Delivery.	Cost.
YOUGHAL ..	"Welcon"; hours purposes	.. 1/-. f.desp.

Foreign Ports.

	Delivery.	Cost.
YARMOUTH (Nova Scotia). ..	500	.. f.d.

Sometimes despatch at half demurrage rate—usually 2d. per n.r.t. per day on all (try) "working" time saved in discharging.

YMUIDEN (Holland) ..	"Welcon"; 500	.. f.d. d.d.o.
Do. (Herring Harbour)..	"Welcon"; 500	.. 1/-. d.d.o.

"In computing time in Dutch ports, from 1 p.m. on Saturdays to 6 a.m. on Mondays and from midnight on the day previous to a holiday until 6 a.m. on the day following such holiday shall be excepted periods in lieu of Sundays and holidays in Clauses 5 and 16; except that for the purpose of computing despatch the time from 1 p.m. to midnight on Saturdays shall not be excepted, but shall count as lay time, whether used or not."

YSTAD (Sweden) ..	3/400		.. c.c. or 127 ore.
	2/250	coke	.. c.c. or 192 ore.

Foreign Ports.

	Delivery.	Cost.
ZAANDAM (Holland)	.. " Welcon " ; 4/500	.. 1/- or 1/2. d.d.o.

" In computing time in Dutch ports, from 1 p.m. on Saturdays to 6 a.m. on Mondays and from midnight on the day previous to a holiday until 6 a.m. on the day following such holiday shall be excepted periods in lieu of Sundays and holidays in Clauses 5 and 16 ; except that for the purpose of computing despatch the time from 1 p.m. to midnight on Saturdays shall not be excepted, but shall count as lay time, whether used or not."

ZAANDVOORDE (Belgium).	.. " Welcon " ; 500/1,000	.. franc or f.d. d.d.o.
ZANDVOORT (Holland)	.. " Welcon " ; 2/500	.. 1/-. d.d.o.

" In computing time in Dutch ports, from 1 p.m. on Saturdays to 6 a.m. on Mondays and from midnight on the day previous to a holiday until 6 a.m. on the day following such holiday shall be excepted periods in lieu of Sundays and holidays in Clauses 5 and 16 ; except that for the purpose of computing despatch the time from 1 p.m. to midnight on Saturdays shall not be excepted, but shall count as lay time, whether used or not."

ZANTE (Greece)	.. 2/250	.. 1/-.
ZANZIBAR	.. " Admiralty " ; 250	.. f.d.
	100	.. c.c.
ZARATE (Argentina)	.. " River Parana " ; (1) 4/500	.. 3/-.

Despatch at half demurrage rate, or £20 per day, on all (try) " working " time saved, computed on the Bill of Lading quantity.

Agency, 20/22 guineas, including despatchers fee.

	(2) 400	.. 2/-.

Despatch and Agency, as above.

ZEA (Greece)	.. (1) 4/500	.. 1/- or 2/-.
	(2) 500	.. 1/-.
	Sometimes scale : 600	.. 1/1½.
	700	.. 1/3.
	800	.. 1/4½.
ZEEBRUGGE (Belgium)	.. " Welcon " ; 5/1,000	.. franc. d.d.o.

NOTES.

TABLE OF DISTANCES FROM CARDIFF.

TABLE OF DISTANCES

FROM

CARDIFF.

TO	Nautical miles.
Aarhus, Denmark	1,098
Aberdeen, Scotland, E.	738
Aberystwyth, Wales, W.	179
Abo, Finland	1,580
Acapulco, Mexican Coast, Pacific	12,106
Acapulco, via Panama	6,032
Accra, W. Coast Africa	3,788
Acheen Head, Sumatra, East Indies	7,525
Adelaide, S. Australia (Suez)	10,674
Aden, Arabia	4,437
Aguilas, Spain, Mediterranean Sea	1,378
Ajaccio, Corsica Island, Mediterranean Sea	1,871
Akyab, Lower Burmah	7,651
Alameda, California	13,614
Aland Island, Finland	1,540
Albany, W. Australia	9,674
Alexandra, S. Africa (Cape)	6,808
Alexandria, Egypt	2,924
Alexandretta, Syria	3,203
Algeciras, Spain, Mediterranean Sea	1,138
Algiers, Algeria, N. Africa	1,555
Algoa Bay, S. Africa	6,428
Alicante, Spain, Mediterranean Sea	1,458
Aliwal, S. Africa (Cape)	6,248
Alloa, Scotland (River Forth)	860
Almazaron, Spain, Mediterranean Sea	1,368
Almeria, Spain, Mediterranean Sea	1,290
Ambriz, W. Coast Africa	4,788
Ambrizette, W. Coast Africa	4,740
Amherst, Nova Scotia	2,670
Amherst Port, Lower Burmah	7,800
Amoy, China	9,846
Amsterdam, Holland	577
Anapa, Black Sea	3,370
Ancona, Italy	2,694
Anguilla Island, West Indies	3,440
Anjer, Java, East Indies	8,390
Antigua, E. Coast Mexico	4,840
Antigua Island, West Indies	3,455
Antofagasta, Chile	9,397
Antofagasta, via Panama	6,723
Antwerp, Belgium	541
Aracaju, Brazil	4,220
Arbroath, Scotland	780
Archangel, Russia, N.	2,221
Ardrossan, Scotland	354
Arendal, Norway	940
Arica, Chile	9,751
Arica, Chile, via Panama	6,527
Arklow, Ireland	160
Ascension Island, S. Atlantic	3,728
Astoria, Pacific Coast, U.S.A.	14,206
Assinie, W. Coast Africa	3,628
Athens, Greece	2,620

TO	Nautical miles.
Auckland, New Zealand (via Horn)	12,852
Auckland, New Zealand, via Panama	11,120
Aviles, Spain, Bay of Biscay	528
Axim, W. Coast Africa	3,681
Azores (St. Michael's), Atlantic Ocean	1,278
Bahia, Brazil	4,349
Bahia Blanca, Argentina	6,378
Bahrein Island, Arabia, Persian Gulf	6,258
Balearic Island, Mediterranean Sea	1,603
Ballycotton, Ireland	205
Baltimore, Maryland, U.S.A.	3,292
Banana, W. Coast Africa	4,608
Banff, Scotland	924
Banjarmassin, Borneo, East Indies	8,929
Bangkok, Siam	8,976
Baradero, River Plate	6,363
Barbadoes Island, West Indies	3,858
Barbuda Island, West Indies	3,422
Barcelona, Spain	1,652
Barfleur Light, France	322
Bari, Italy	2,487
Barletta, Italy	2,515
Barra Tobasco, Gulf of Mexico	4,690
Barrow, England	266
Barry Docks, S. Wales	8
Bassein, Burmah	7,728
Batavia, Java	8,338
Bathurst, W. Coast Africa	2,486
Batoum, Black Sea	3,527
Bayonne, France	575
Beachy Head, England, S.E.	385
Beira, Portuguese E. Africa (Suez)	7,037
Beirut, Syria, Asia Minor	3,192
Belfast, Ireland	289
Belgrano, S. America	6,256
Belize, British Honduras	4,510
Belle Isle, France, Bay of Biscay	375
Belle Isle, Canada	1,962
Bencoolen, Sumatra, East Indies	8,057
Benguela, W. Coast Africa	4,898
Benisaf, Algeria	1,358
Bergen, Norway	928
Bermuda Islands, West Indies	2,902
Berwick-on-Tweed, Scotland, E.	812
Bilbao, Spain	560
Bimlipatan, India (Bengal)	7,188
Bishop's Light, Scilly Island	169
Bjorneborg, Baltic Sea	1,640
Bluff, New Zealand (Horn)	11,448
Bombay, India	6,087
Bona, Algeria	1,799
Boni, Celebes Island, East Indies	9,348
Bo'ness, Scotland (Forth)	840

TABLE OF DISTANCES—*continued.*

TO	Nautical miles.
Bonny, W. Coast Africa	4,258
Bordeaux, France	531
Bornholm, Denmark	1,200
Bosphorus, Turkey	2,930
Boston, E. Coast U.S.A.	2,780
Boulogne, France	450
Bowen, Australia (Suez)	12,561
Braganca, Brazil	3,998
Braila, River Danube	3,286
Brake, Germany	800
Breaksea Island, S. Australia (Suez)	9,693
Bremen, Germany	821
Bremerhaven, Germany	785
Brest, France	280
Bridlington, England, E.	656
Brindisi, Italy	2,427
Brisbane, Queensland (Suez)	11,788
Bristol, England	26
Brixham, England, E.	248
Brother's Island, Red Sea	3,416
Brow Head, Ireland, W.	280
Brownsville, Gulf of Mexico, U.S.A.	4,722
Brunei, Borneo, East Indies	8,866
Brunswick, U.S.A.	3,498
Buenaventura, Colombia, Pac., via Panama	4,885
Buenos Ayres, Argentina	6,129
Bunder Abbas, Persia	5,960
Bourgas, Bulgaria (Black Sea)	3,028
Burlings Island, Portugal	834
Burntisland, Scotland (Forth)	832
Bushire, Persia	6,281
Bussorah, Persia	6,519
Cadiz, Spain	1,093
Caen, France	392
Cagliari, Sardinia Island	1,880
Calais, France	457
Calcutta, India	7,729
Caldera, Chile	9,323
Caldera, Chile, via Panama	6,925
Caleta Buena, Chile	9,040
Calf Light, Ireland, W.	300
Calicut, India	6,288
Callao, Peru	9,850
Callao, Peru, via Panama	5,932
Cameroons, W. Coast Africa	4,406
Campana River, Argentina	6,313
Campeche, Gulf of Mexico	4,620
Cannes, France, Mediterranean Sea	1,933
Canton, China	9,768
Cape Coast Castle, W. Africa	3,756
Cape Horn, S. America	7,222
Cape Town, S. Africa	5,947
Cape Verde Island, N.W. Africa	2,345
Caracas, Venezuela	4,038
Caravellas, Brazil	4,488
Caibarien, Cuba, West Indies	4,036
Cardenas, Cuba, West Indies	4,033
Carloforte, Sardinia	1,818
Carlscrona, Sweden	1,270

TO	Nautical miles.
Carmen, Gulf of Mexico	4,657
Carnarvon, N. Wales	214
Cartagena, Chile	8,838
Cartagena, Colombia	4,310
Carthagena, Spain, Mediterranean Sea	1,383
Cascaes, Portugal	832
Casquets Light, English Channel	282
Castellamare, Italy	2,115
Castellamare, Sicily	2,063
Castellon, Spain, Mediterranean Sea	1,568
Catania, Sicily	2,219
Cayenne, French Guiana	3,988
Ceara, Brazil	3,908
Cedar Keys, Gulf of Mexico	4,153
Ceiba, Honduras	4,684
Centre Peak Island, Red Sea	4,215
Cephalonia Island, Greece	2,413
Cette, France, Mediterranean Sea	1,820
Ceuta, Morocco	1,153
Champerico, Guatemala (Horn)	11,938
Chanak, Dardanelles	2,790
Charleston, E. Coast U.S.A.	3,505
Chee Foo, China	10,926
Cherbourg, France	301
Chinde, Zambesi (Suez)	7,525
Chittagong, India	7,849
Christchurch, New Zealand (Horn)	11,468
Christiania, Norway—see Oslo	
Christiansand, Norway	895
Christiansund, Norway	995
Christianstadt, Sweden	1,218
Christmas Island, Indian Ocean	8,488
Christmas Island, N. Pacific	12,598
Cienfuegos, Cuba Island	4,488
Civita Vecchia, Italy	2,033
Coatzacoalcos, Gulf of Mexico	4,788
Cobija, Chile	9,488
Cochin, India	6,345
Cocoanda, India	7,188
Cocos Islands, Indian Ocean	7,638
Colastine, Argentina	6,610
Colombo, Ceylon	6,529
Colon, Gulf of Mexico	4,487
Concepcion, Chile (via Horn)	8,608
Concepcion, River Plate	6,368
Congo River, S.W. Africa	4,608
Constantinpole, Turkey	2,930
Constitucion, Chile (via Horn)	8,708
Cooktown, Australia	11,088
Copenhagen, Denmark (Kiel)	999
Coquimbo, Chile	9,054
Coquimbo, Chile, via Panama	7,039
Corfu Island, Greece	2,436
Corinth, Greece	2,535
Cork, Ireland, S.	215
Coronel, Chile	8,608
Coronel, Chile, via Panama	7,407
Corunna, Spain	575
Cowes, Isle of Wight	323
Crete Island, Candia, Mediterranean Sea	2,603

TABLE OF DISTANCES—*continued.*

TO	Nautical miles.
Cronstadt, Russia (Baltic)	1,776
Cuddalore, India	6,777
Curry Harbour, Tasmania	11,048
Cuxhaven, Germany	765
Cyprus Island, Mediterranean Sea	3,093
Dakar, N.W. Africa	2,384
Dantzig, Germany (Baltic)	1,374
Dardanelles, Turkey	2,783
Dedeagatch, Greece	2,871
Delaware Breakwater, E. Coast U.S.A.	3,119
Delagoa Bay, S. Africa	7,148
Demerara, British Guiana	3,857
Denia, Spain, Mediterranean Sea	1,538
Desterro, Brazil	5,478
Diamante, River Plate	6,392
Diego Suarez, Madagascar	6,328
Dieppe, France	417
Donaghadee, Ireland, N.	290
Donegal, Ireland, W.	528
Douglas, Isle of Man	260
Dover, England, S.E.	431
Drogheda, Ireland	240
Drontheim (Trondhjem), Norway	1,173
Dublin, Ireland	210
Dundalk, Ireland, N.	242
Dundee, Scotland	N800
Dunedin, New Zealand	11,591
Dungarvan, Ireland, W.	188
Dunkirk, France	467
Durban, S. Africa	6,849
East London, S. Africa	6,593
Elrefugio, Gulf of Mexico	4,688
Elsinore, Denmark	1,087
Emden, Germany	756
Ensenada, River Plate	6,250
Ergasteria, Greece	2,648
Esmeraldas, Ecuador, Pacific	11,118
Esmeraldas, via Panama	5,070
Eten, Peru	10,510
Eupatoria, Russia, Black Sea	3,268
Falkland Islands, S. Atlantic Ocean	6,870
Falmouth, England, S.W.	188
Fastnet Light, Ireland, S.E.	273
Fayal, Azores	1,278
Fecamp, France, N.W.	385
Fernandina, E. Coast U.S.A.	3,590
Fernando Noronho, Coast of Brazil	3,610
Fernando Po, West Africa	4,358
Ferrol, Spain	560
Figueira, Portugal	766
Finisterre, Spain	608
Fiume, Italy	2,778
Fleetwood, England, W.	282
Flushing, Holland	524
Foo Chow, China	10,190
Fortaleza, Brazil	3,908
Fort Canning, Singapore	8,186
Fortespuria, Straits Messina	2,168
Fort San Sebastian, Mozambique	6,628
Fraserburgh, Scotland, E.	732
Fredrikshald, Norway	S1,015
Fredrikshamn, Finland	1,710
Fredrikshaven, Norway	S985
Fredrikstad, Norway	S1,007
Freemantle, Australia, W.	9,498
Free Town, West Africa	2,838
Fusan, Corea	10,878
Galatz, Roumania	3,274
Gallipoli, Italy	2,363
Galveston, Gulf of Mexico	4,676
Galway, Ireland	410
Geelong, Victoria, Australia	11,005
Geestemunde, Germany	787
Gefle, Sweden	1,633
Genoa, Italy	1,988
Georgetown, British Guiana	3,857
Georgetown, Tasmania (Suez)	11,088
Georgetown, Penang	7,879
Ghent, Belgium	541
Gibraltar, Spain	1,140
Gijon, Spain	535
Girgenti, Italy	2,060
Giulianovo, Italy	2,638
Glasgow, Scotland	371
Goole, England, E.	S659
Gothenburg, Sweden	1,000
Grangemouth, Scotland	S854
Greenock, Scotland	353
Grenada Island, West Indies	3,677
Greytown, Nicaragua	4,657
Grimsby, England, E.	605
Grimstad, Norway	920
Gris Nez, France	454
Guadeloupe Island, West Indies	3,530
Guayaquil, Ecuador	10,850
Guayaquil, via Panama	5,437
Guernsey, Channel Islands	289
Guyamas, Gulf of California	12,828
Gwadar, India	5,789
Haarlem, Holland	596
Hainan Straits, China	9,623
Hakodate, Japan	11,476
Haiphong, Tonquin (China)	9,536
Halifax, Nova Scotia	2,440
Halmstadt, Sweden	1,070
Hamburg, Germany	821
Han Chow, China, E.	10,458
Hansholm, Jutland	890
Haparanda, Sweden	1,918
Harburg, Germany	828
Harlingen, Holland	644
Harper, W. Coast Africa	3,348
Hartlepool, England, N.E.	S705
Harwich, England	493
Havana, Cuba Island	3,980

TABLE OF DISTANCES—*continued.*

TO	Nautical miles.
Havre, France	367
Hawkes Bay, New Zealand	11,848
Heath Point, Gulf of St. Lawrence	2,388
Helsingborg, Sweden	1,088
Helsingfors, Sweden	1,662
Hernosand, Sweden	1,711
Heyst, Belgium	503
Hiogo, Japan	11,046
Hobart Town, Tasmania	11,195
Hodeida, Red Sea	4,203
Hook of Holland, Holland	541
Hokitiki, New Zealand (Horn)	11,768
Holtenau, Germany (Baltic)	1,184
Holyhead, N. Wales	200
Honfleur, France	388
Hong Kong, China	9,565
Honolulu, Sandwich Islands	13,816
Honolulu, via Panama	9,238
Huasco, Chile	9,138
Hudiksvall, Sweden	1,657
Hue, Cochin China	9,266
Huelva, Spain	1,070
Hull, England	617
Ibraila (Braila), River Danube	3,286
Inhambane, S. Africa (Suez)	7,228
Inshowen Head, Ireland	356
Inverness, Scotland	734
Ipswich, England	511
Iquique, Chile	9,623
Iquique, Chile, via Panama	6,595
Islay, Peru	9,778
Isle of Man, Irish Sea	260
Jaffa, Palestine	3,177
Jamaica (Kingston), West Indies	4,034
Java (Batavia), East Indies	8,449
Jebel Tier, Red Sea	4,177
Jeddah, Red Sea	3,775
Jersey (St. Helier), Channel Islands	312
John O'Groat's, Scotland, N.	642
Jupiter Inlet, Florida, U.S.A.	3,036
Kabenda, W. Coast Africa	4,588
Kalmar, Sweden	1,300
Karachi, India	5,901
Kavac, Bosphorus (Turkey)	2,947
Kerasounda, Black Sea	3,395
Kertch, Russia (Black Sea)	3,361
Key West, S. Florida	3,296
Kherson, Russia (Black Sea)	3,310
Khios Island, Asia Minor	2,691
Kiel (via Skaw), Germany	1,185
Kiel Canal	751
Kie Lung, Formosa Island, China	10,088
Kien Chu, China	9,618
Killindini, British East Africa	6,148
Kingston, Jamaica	4,034
Kingston, South Australia	10,728
Kingston, St. Vincent, West Indies	3,615
Kingstown, Ireland	202
Kobe, Japan	11,046
Komel, Nadura, Egypt	2,943
Konigsberg, Germany (Baltic)	1,406
Kotka, Finland	1,708
Krasnaja Gorka, Gulf of Finland	1,718
Kudat, Borneo, East Indies	9,084
Kurrachee, India, N.W.	5,901
Kustendje, Roumania	3,128
Labuan Island, East Indies	8,866
Labuk, Borneo	9,186
Lagos, W. Coast Africa	3,965
Lagos, Portugal	988
La Guayra, Venezuela	3,949
Laguna, Brazil	5,490
Landscrona, Sweden	1,644
Land's End, England	145
La Pallice, France, Bay of Biscay	454
La Plata, Argentina	6,246
Larnaka, Cyprus Island, Medit'n Sea	3,099
Larne, Ireland, N.	311
La Rochelle, France	470
Las Palmas, Canary Islands	1,533
Las Paz, South America, Pacific Ocean	12,588
Leghorn, Italy	2,023
Leith, Scotland	803
Leixoes, Portugal	710
Leningrad, Russia	1,620
Lerwick, Shetland Islands	678
Levant, Palestine	3,208
Levuka Island, Fiji Islands, Pacific	12,170
Libau (via Skaw), Latvia (Baltic)	1,418
Libertad (San Salvador), Pacific Ocean	11,888
Libreville, W. Coast Africa	4,370
Limerick, Ireland	410
Limon, Costa Rica Coast	4,734
Lincoln, S. Australia (via Suez)	10,628
Lingah, Persia	5,988
Lisbon, Portugal	862
Liverpool, England	270
Lizards (Light), England, S.W.	172
Loanda, W. Coast Africa	4,690
Loango, W. Coast Africa	4,430
London, England	501
Londonderry, Ireland, N.	380
Longships (Light), Land's End	149
Lourenco Marques, S. Africa	7,158
L'Orient, France	355
Lota, Chile	8,548
Lota, Chile, via Panama	7,411
Lowestoft, England, E.	520
Lulea, Sweden	1,898
Lundy Island, Bristol Channel	65
Lynn, Massachusetts	2,780
Lynn, England	S623
Lyttleton, New Zealand (Horn)	11,483
Macao, China S.E.	9,688
Macassar, Celebes Island, East Indies	9,179

TABLE OF DISTANCES—*continued.*

TO	Nautical miles.
Maceio, Brazils	4,097
Madeira Island, Atlantic Ocean	1,304
Madras, India	7,078
Magadoxo, E. Africa (via Suez)	5,609
Magellan Straits, S. America	7,108
Mahe, India	6,305
Mahe, Seychelle Islands	5,939
Majorca Island, Mediterranean Sea	1,655
Majunga, Madagascar (Suez)	6,618
Malacca, Malay, East Indies	8,049
Malaga, Spain, Mediterranean Sea	1,213
Malin Head, Ireland, N.	376
Malmo, Sweden	1,118
Malta, Mediterranean Sea	2,133
Manaos, River Amazon	4,740
Manchester, England, N.	312
Manilla, Philippine Islands	9,418
Manzanilla, Mexico, Pacific	12,326
Manzanilla, Mexico, via Panama	6,345
Marahu, Brazil	4,420
Maranham, Brazil	3,898
Marbella, Spain, Mediterranean Sea	1,188
Marcus Hook, Philadelphia	3,136
Marie Galante Island, West Indies	3,535
Mariupol, Sea of Azov	3,475
Marseilles, France, Mediterranean Sea	1,830
Martinique, West Indies	3,555
Martin Garcia, River Plate	6,284
Maryborough, Queensland	12,218
Maryport, England, N.W.	290
Maulmein, Burmah	7,809
Mauritius Island, Indian Ocean (Suez)	6,770
Mazatlan, Mexico (Gulf of California)	12,576
Melbourne, Australia (Suez)	10,882
Memel, Lithuania	1,413
Mersina, Asia Minor, Mediterranean S.	3,228
Messina, Sicily	2,169
Mex, Alexandria (Sig. Station)	2,938
Middlesbrough, England, N.E.	S703
Milazzo, Sicily	2,148
Milford Haven, Bristol Channel	90
Milo Island, Greece	2,581
Minicoy Island, Indian Ocean	6,190
Minorca Island, Mediterranean Sea	1,775
Mobile, Gulf of Mexico, U.S.A.	4,529
Mogador, N.W. Coast Africa	1,384
Moji, Japan	10,713
Mokha, N.E. Arabia (Red Sea)	4,330
Mollendo, via Panama	6,352
Mombasa, British E. Africa (Suez)	6,147
Monrovia, Liberia, West Africa	3,098
Montserrat Island, West Indies	3,495
Monte Video, Uruguay	6,004
Montreal, Canada	2,957
Mossamedes, Portuguese W. Africa	4,918
Mossel Bay, Cape Colony	6,283
Mostyn, Flintshire, N. Wales	260
Mount Faber, Singapore (Sig. Station)	8,186
Mozambique, Portuguese E. Africa (Suez)	6,629
Muhlgraben, Latvia (Baltic)	1,573
Muscat, Arabia (Persian Gulf)	5,681
Mytilene Island, Greece	2,733
Nachimov, Corea	11,165
Nagasaki, Japan	10,531
Nankin, China	10,636
Nantes, France, Bay of Biscay	413
Napier, New Zealand (Horn)	11,548
Naples, Italy	2,110
Narva, Esthonia (Baltic)	1,738
Nassau, Bahamas, West Indies	3,642
Natal, Brazil	3,818
Natal, Durban, S. Africa	6,849
Naze of Norway	890
Negapatan, India, S.	6,943
Needles (Light), Isle of Wight	313
Nelson, New Zealand, S.I. (Horn)	11,578
New Amsterdam, British Guiana	3,958
New Calabar, W. Africa	4,188
Newcastle, England, N.E.	705
Newcastle, Australia, E.	11,608
Newhaven, England, S.E.	398
New Orleans, Gulf of Mexico	4,518
Newport, Monmouthshire	12
Newport News, Virginia, U.S.A.	3,168
Newry, Ireland	260
New York, United States	3,000
Nice, France, Mediterranean Sea	1,943
Nicolaieff, Russia (Black Sea)	3,328
Nicolaistad, Finland (Baltic)	1,773
Nictheroy, Brazil	5,027
Ning Po, China	10,358
Niutchwang, China, Manchuria	11,156
Norfolk, Virginia, U.S.A.	3,145
Norrkjoping, Sweden	1,443
Nossi-Be, Madagascar (Suez)	6,518
Noumea, Caledonia Island, Pacific	11,938
Novorossisk, Russia (Black Sea)	3,365
Nyborg, Denmark	1,115
Oban, Scotland	392
Obligado, River Plate, Argentina	6,388
Odessa, Russia	3,284
Old Calabar, W. Coast Africa	4,288
Onega, Russia (White Sea)	2,328
Oporto, Portugal	704
Oran, Algeria	1,383
Oslo, Norway	1,055
Ostend, Belgium	493
Otranto, Italy (Adriatic Sea)	2,392
Oxo, near Christiansand	890
Pacasmayo, via Panama	5,625
Padang, Sumatra, East Indies	7,838
Pakhoi, China	9,588
Palermo, Sicily	2,057
Panama, via Horn	11,232
Panama, via Panama Canal	4,527
Pantellaria Island, Medit'n Sea (Sig. Stn.)	2,016
Para, Brazil	3,952
Parahyba, Brazil, N.E.	3,888

TABLE OF DISTANCES—*continued.*

TO	Nautical miles.
Paramaribo, Dutch Guiana	3,798
Parana, River Plate, Argentina	6,456
Paranagua, Brazil	5,388
Passages, Spain, Bay of Biscay	585
Patijan, Java, East Indies	8,668
Patmos Island, Turkey	2,738
Patras, Greece	2,477
Pauillac, France (Bay of Biscay)	518
Payta, Peru, Pacific	10,638
Payta, via Panama	5,444
Penang Island, Straits of Malacca	7,776
Penarth, Bristol Channel	3
Peniche, Portugal	834
Peniscola, Spain, Mediterranean Sea	1,588
Penmarch, France (Bay of Biscay)	320
Pensacola, Gulf of Mexico	4,499
Penzance, Land's End	148
Pera, Bosphorus, Turkey	2,930
Pera, Jamaica, West Indies	4,024
Perim Island, Red Sea (Sig. Stn.)	4,479
Pernambuco, Brazil	3,969
Perth, W. Australia	9,359
Peterhead, Scotland	N714
Philadelphia, E. Coast U.S.A.	3,129
Pictou, Nova Scotia	2,413
Pillau, Germany (Baltic)	1,384
Pilley's Island, Newfoundland	2,216
Pimentel, Peru, Pacific Ocean	10,488
Piræus, Greece	2,616
Pisagua, via Panama	6,575
Pisco, Peru	10,038
Pitea, Sweden (Baltic)	1,910
Plymouth, England, S.	208
Plymouth, Montserrat, West Indies	3,548
Plymouth, Tobago, W. Indies	3,598
Plymouth, New Zealand	11,621
Point de Galle, Ceylon (Sig. Station)	6,660
Pola, Italy	2,748
Pomaron, Portugal	1,048
Pomegues Island, France, Mediterranean	1,838
Pondicherry, Bay of Bengal	6,797
Ponta Delgada, Azores	1,278
Pontaniak, Borneo, East Indies	8,546
Porman, Spain, Mediterranean Sea	1,388
Port Au Prince, Haiti, West Indies	3,903
Port Arthur, Russian N. China	10,988
Port Baltic, Esthonia (Baltic)	1,603
Port Chalmers, New Zealand (Suez)	12,048
Port Chalmers, New Zealand, S. Island	11,548
Port Darwin, N. Australia (Suez)	9,888
Port Elizabeth, S. Africa	6,357
Port Francis, S. Africa (Cape)	6,488
Port Inglis, W. Coast of Florida	4,148
Portland, Maine, U.S.A.	2,745
Portland, Oregon	14,276
Port Louis, France, Bay of Biscay	350
Port Louis, Madagascar (Suez)	6,638
Portmadoc, Wales	200
Port Mahon, Balearic Island	1,775
Portsmouth, England, S.	341
Portsmouth, Virginia, U.S.A.	3,145
Port Natal, S. Africa (Cape)	6,851
Port Nolloth, W. Coast Africa	5,688
Port of Spain, Trinidad, West Indies	3,785
Porto Rico Island, West Indies	3,576
Port Patrick, Scotland, S.W.	287
Pt. Phillips Hd., Victoria, Australia (Suez)	10,981
Port Pirie, S. Australia (Suez)	10,758
Port Royal, Jamaica, West Indies	4,034
Port Rush, Ireland, N.	350
Port Said, Egypt (Sig. Station)	3,042
Port Stephens, N.S.W., Australia	11,588
Port Stephens, Falkland Islands	6,870
Port Talbot	43
Poti, Asia, Black Sea	3,515
Prince Edward Island, Gulf of St. Lawrence	2,433
Progresso, Gulf of Mexico	4,508
Puerto Montt, Chile	8,318
Puerto Angel, Mexico, Pacific	12,048
Puerto Cabello, Venezuela, S. America	4,188
Puna Island, Ecuador, S. America, Pacific	10,838
Punta Arenas, Costa Rica, via Panama	4,997
Punta Arenas, Chile, via Panama	8,527
Punta Gorda, Gulf of Mexico	4,038
Quebec, Canada	2,812
Queenscliff, Victoria, Australia	10,998
Quilimane, E. Coast Africa (Suez)	6,929
Rabat, French Morocco	1,175
Ragusa, Jugo-Slavia	2,541
Rangoon, Burmah	7,753
Raratonga, Hervey Islands, Pacific	10,680
Realijo, Nicaragua	11,788
Recife, Brazil	3,938
Reval, Esthonia	1,628
Reykjavik, Iceland	1,116
Rhodes Island, Asia Minor	2,796
Riga, Latvia (Baltic)	1,397
Rio Grande do Sul	5,751
Rio Janeiro, Brazil	5,027
Rochefort, France, Bay of Biscay	488
Rockhampton, E. Australia (Suez)	12,298
Rosario, Argentina	6,449
Rostock, Germany	1,222
Rotterdam, Holland	553
Rouen, France	472
Royan, France, Bay of Biscay	488
Rufisque, W. Coast Africa	2,338
Sabang Bay, Sumatra	7,524
Sable Island, Canada	2,290
Sables D'Olonne, France	445
Saffi, W. Coast Africa	1,354
Sagres, Portugal	983
Saigon, Cochin China	8,811
St. Abbs, Scotland, E.	S786
St. Alban's Head, England, E.	296
St. Andrew, Barbadoes, West Indies	3,573

TABLE OF DISTANCES—*continued.*

TO	Nautical miles.
St. Anns, S. Wales	86
St. Augustine, Florida, U.S.A.	3,562
St. Bartholomew Island, West Indies	3,463
St. Catherine's, Isle of Wight (Sig. Stn.)	323
St. Christopher Island, West Indies	3,518
St. Eutatius Island, West Indies	3,478
St. Helena, S. Atlantic (Sig. Stn.)	4,423
St. John, New Brunswick	2,638
St. John's, Newfoundland	1,916
St. John, Antigua, West Indies	3,452
St. Kitts, West Indies	3,368
St. Louis, France, Mediterranean	1,824
St. Louis, W. Coast Africa	2,308
St. Louis Marie, Galante Island, W.I.	3,548
St. Lucia Island, West Indies	3,558
St. Malo, France	317
St. Martin Island, West Indies	3,458
St. Michael's, Azores	1,278
St. Nazaire, France	405
St. Nevis Island, West Indies	3,528
St. Paul, Martinique, W.I.	3,568
St. Paul, Christopher Island, W.I.	3,523
St. Paul's, Alaska, Pacific	15,446
St. Paul de Loanda, W. Coast Africa	4,765
St. Petersburg—see Leningrad	
St. Salvador, Bahia, Brazil	4,370
St. Thomas, Martinique, W.I.	3,616
St. Thomas Island, West Indies	3,525
St. Thomas Island, W. Coast Africa	4,188
St. Valery, France, E.	442
St. Vincent Island, West Indies	3,615
St. Vincent, Cape de Verde Island	2,345
St. Vincent Cape, Portugal	974
Salam, Dutch Guiana	4,038
Salavery, via Panama	5,675
Salem, Jamaica	4,028
Salerno, Italy	2,140
Salina Cruz, Mexico, Pacific	12,008
Salina Cruz, via Panama	5,755
Salonica, Greece, Mediterranean Sea	2,838
Samarang, Java, East Indies	8,658
San Blas, Mexico, Pacific	12,448
San Carlos, Chile (Horn)	8,298
San Diego, via Panama	7,500
San Domingo Island, West Indies	3,851
Sandwich Islands, Honolulu, N. Pacific	13,816
Sandy Hook, New York	2,982
San Francisco, Brazil	4,155
San Francisco, U.S.A., via Panama	7,872
San Jose, Guatemala, Pacific	11,968
San Jose, via Panama	5,483
San Juan, Nicaragua, Pacific	11,608
San Sebastian, Spain (Bay of Biscay)	586
Santa Cruz, Brazil	4,568
Santa Cruz, Cuba Island	4,158
Santa Cruz, Patagonia, S. America	7,128
Santa Cruz, Rio de Janeiro	5,048
Santa Cruz, St. Thomas Island, W.I.	3,525
Santa Cruz, Teneriffe	1,520
Santa Cruz Island, California, Pacific	12,698
Santa Cruz Island, West Indies	3,558
Santa Elena, Ecuador, Pacific	10,838
Santa Marta, Colombia, S. America	4,210
Santa Rosalia, California, Pacific	12,868
Santander, Spain	545
Santos, Brazil	5,227
Sapelo Island, U.S.A., Atlantic	3,508
Sarawak, Borneo, East Indies	8,588
Sardinia Island, Mediterranean Sea	1,878
Sangor Island	7,562
Savannah, Georgia, U.S.A.	3,475
Savona, Italy	2,000
Scilly Islands, English Channel	169
Seattle, Washington, U.S.A., Pacific	14,388
Seattle, via Panama	8,583
Sebastopol, Russia, Black Sea	3,233
Seville, Spain, Atlantic	1,148
Seychelles Islands, Indian Ocean	5,818
Sfax, Tunis, N. Africa	2,122
Shanghai, China	10,466
Sharpness, Bristol Channel	35
Shark's Bay, W. Australia (Suez)	9,278
Sierra Leone, W. Coast Africa	2,885
Simon's Town, W. Africa (Cape)	6,048
Singapore, Malay Peninsular	8,186
Sinkel, Sumatra, East Indies	7,788
Skelleftea, Sweden, Baltic	1,828
Skaw, The, Denmark	965
Sligo, Ireland	525
Smalls, England, W.	105
Smyrna, Asia Minor	2,776
Socotra, Indian Ocean	5,060
Soderhamn, Sweden, Baltic	1,648
Sofia, S. Africa (Suez)	7,158
Solomon Islands, Pacific Ocean (Suez)	11,388
Sourabaya, Java, East Indies	8,778
Southampton, England, S.	322
South Foreland, England, S.E.	432
South Shields, England, N.E.	S730
Spezzia, Italy, Mediterranean Sea	2,048
Spithead, England, E.	329
Spitzbergen Island, Arctic Ocean	2,228
Start Light, England, E.	239
Staten Island, Patagonia, S. America	7,108
Stettin, Germany (Baltic)	1,069
Stockholm, Sweden	1,345
Stockton, England, E.	708
Straits of Bonafacio, Corsica, Mediterranean Sea	1,901
Straits of Otranto, Mediterranean Sea	2,394
Stralsund, Germany	1,200
Stranraer, Scotland, S.W.	320
Stromness, Orkney Islands	648
Suakim, Red Sea	3,881
Suda Bay, Candia, Mediterranean Sea	2,603
Suez, Egypt (Sig. Station)	3,127
Sulina, River Danube	3,189
Sunderland, England, E.	693
Sundswall, Sweden	1,722
Suva, Fiji Islands (Horn)	12,168

TABLE OF DISTANCES—*continued.*

TO	Nautical miles.
Swansea, South Wales	40
Swatow, China	9,848
Swinemunde, Germany	1,227
Sydney, Australia (Suez)	11,365
Sydney, Cape Breton Island, Canada	2,158
Syra Island, Greece	2,629
Syracuse, Sicily	2,177
Table Bay, S. Africa (Cape)	5,998
Table Cape, Tasmania, W. Australia (Suez)	11,058
Tacoma, Washington, U.S.A., Pacific	14,418
Taganrog, Sea of Azov	3,519
Taku, China	11,138
Talcahuano, via Panama	7,395
Taltal, Chile	9,277
Taltal, via Panama	6,825
Tampa, Gulf of Mexico, U.S.A.	4,258
Tampico, Gulf of Mexico	4,846
Tandjong Priok, Batavia, Java	8,449
Tangier, Morocco, W. Africa	1,120
Tarifa, Gibraltar (Sig. Station)	1,141
Tarragona, Spain	1,633
Tasmania (Hobart Town), Australia, Suez	11,195
Tenedos Island, Turkey	2,762
Teneriffe, Canary Islands (Sig. Station)	1,522
Terneuzen, River Scheldt, Holland	518
Texel, Holland	620
Theodosia, Black Sea (Crimea)	3,311
Thurso, Scotland, N.	626
Tientsin, China	11,166
Tjilatjap, Java, East Indies	8,608
Tokio, Japan	11,109
Tongking, Haiphong, China Sea	9,536
Tonola, Mexico, Pacific	11,968
Tor Point, Ireland, N. (Sig. Station)	333
Torre Annunziata, Italy (Bay of Naples)	2,121
Torres Strait, Australia (Suez)	10,488
Torrevieja, Spain	1,430
Toulon, France (Mediterranean Sea)	1,853
Townsville, Queensland	12,711
Travemunde, Germany	1,209
Trebizonde, Asia Minor (Black Sea)	3,437
Treport, France, N.W.	429
Trevose Head, Bristol Channel	97
Trieste, Austria	2,806
Trincomali, Ceylon	6,866
Trinidad Island, West Indies	3,780
Tripoli, N. Africa, Mediterranean Sea	2,247
Tripoli, Palestine	2,762
Troon, Scotland S.W.	345
Truxillo, Peru, Pacific	10,389
Tumaco, Colombia, Pacific	11,138
Tunis, N. Africa	1,943
Turk's Island, Bahama Islands (Sig. Stn.)	3,688
Tuskar Light, Ireland, S.E.	138
Tuticorin, India (near Ceylon)	6,516
Tuxpan, Gulf of Mexico	4,828
Tyne, England, N.E.	S728
Uleaborg, Finland	1,910
Umea, Gulf of Bothnia, Baltic	1,788
Ushant Island, Bay of Biscay	245
Valdivia, Chile, Pacific (via Horn)	8,398
Valdivia, Chile (via Panama)	7,575
Valencia, Spain, Mediterranean Sea	1,539
Valparaiso, Chile	8,618
Valparaiso, Chile, via Panama	7,182
Vancouver Island, British Columbia	14,286
Vancouver Island, British Columbia, via Panama	8,604
Varna, Bulgaria, Black Sea	3,079
Vasa, Finland, Baltic	1,756
Venice, Italy	2,800
Vera Cruz, Mexico	4,840
Victoria, Brazils	4,748
Victoria, Vancouver, Pacific	14,286
Vigo, Spain, Atlantic	665
Villa Constitucion, River Plate, Argentina	6,423
Villa Real, Portugal	1,045
Virgin Island, West Indies	3,538
Vizagapatam, India, Bay of Bengal	7,218
Vladivostock, Russia, Siberia	11,336
Volo, Greece	2,775
Walfish Bay, S. West Africa	5,278
Wallaroo, S. Australia (Suez)	10,688
Wan Chu Fu, China	10,218
Washington, U.S.A.	3,285
Waterford, Ireland	178
Wei Hai Wei, China	10,888
Wellington, New Zealand, via Horn	11,468
Wellington, New Zealand, via Panama	11,015
West Cape, New Zealand, S. Island, via Suez	11,723
Wexford, Ireland, S.E.	156
Whitby, England, E.	S688
Whitehaven, England, N.W.	280
Whitehead, Nova Scotia (Signal Station)	2,258
Wick, Scotland, N.	657
Wilmington, Delaware River, U.S.A.	3,113
Windau, Latvia (Baltic)	1,460
Wisby, Gothland Island (Baltic)	1,380
Wismar, Germany	1,208
Woo Sung, China	10,438
Workington, England, N.W.	285
Wyborg, Finland	1,758
Yarmouth, England	530
Ymuiden, Holland	588
Yokohama, Japan	10,977
Youghal, Ireland, W.	186
Ystad, Baltic	1,168
Zaandam, Holland	598
Zafarana, Red Sea	3,208
Zambesi River, East Africa (via Aden)	7,048
Zante, Greece	2,440
Zanzibar, East Africa (Suez)	6,157
Zarate, River Plate, Argentina	6,299
Zea Island, Greece (Signal Station)	2,625

NOTES.

TIME CHARTERING

also

Light Dues.

Institute Warranties.

Dates of Summer and Winter Freeboards.

Loading of Timber.

Calendar.

Time Chartering.

The conditions of the "Timon" form of charter, approved by the Documentary Committee of the United Kingdom, and the "Baltime," 1912 and 1920, recommended by the Documentary Committee of the Baltic and White Sea Conference, protect the interests of shipowners. Many of the private and other forms of time charters in use are not so favourable, and some necessitate careful scrutiny and alteration. A comparison of such charters with the terms of either the "Timon" or "Baltime" form might be helpful.

GENERAL SUGGESTIONS.

Approve the standing and record of the Time Charterers.

DELIVERY AND REDELIVERY.—Vessel must be delivered in a dock or place where she is IMMEDIATELY available, and redelivered at an ice-free port.

TRADES.—Vessel to be employed in lawful trades for the conveyance of lawful, not injurious, inflammable or dangerous merchandise. It is advisable to exclude—

"regular ore trade" (coal out and ore homewards not to be deemed "regular ore.").

and owners should bear in mind that such trades as

CUBA/STATES,
THE WABANA ORE TRADE,
THE SPITZBERGEN COAL TRADE,
THE HAMBURG COAL TRADE,

are hard trades, causing considerable wear and tear. If a vessel is time chartered for the Australian coasting trade, Owners should stipulate that all wages over British rates to be paid by Charterers.

LIMITS.—In agreeing same, recollect the Institute Time Warranties.

HIRE.—To be paid monthly in advance.

ALWAYS AFLOAT.—Owners must see that these words are contained in the charter, "safely lie afloat" being the customary wording. Should Owners agree to the vessel lying aground, the following clause is advisable :—

"... safely lie afloat .. OR AGROUND WHERE VESSELS OF SIMILAR "SIZE AND DRAFT ARE ACCUSTOMED TO LIE SAFELY."

BUNKERS.—Limit the quantity of bunkers remaining on board at time of redelivery.

LOADING AND DISCHARGING GEAR.—Limit lifts to two tons, gear for heavier lifts to be supplied by Charterers. Special gear for mooring at any port for Charterers' account, also runners, ropes and slings actually used for loading and discharging.

DECK CARGO.—If such be carried, same to be at Charterers' or Shippers' risk, and should same be composed of wood, all the provisions of the Merchant Shipping Act to be strictly observed.

SIGNING DOCUMENTS.—Charterers to indemnify Owners from all liability as regards the Master or officers signing documents or drafts while under their (Charterers) orders. In a certain case, Time Charterers became bankrupt after the master had signed such a draft. The bunker suppliers commenced action promptly against the master on the draft, and counsel advised that there was no defence in law, notwithstanding the fact that the master had qualified the draft by adding the words " for time charterers' account " above his signature, and therefore the claim had to be settled on the best terms possible. If for any reason it is impossible for a master to avoid signing drafts for any bunker coal and/or necessaries, he should qualify it by the addition of very clear words to indicate that he merely signs the draft for and on behalf of a principal, or in a representative character. The words to be added must be in the clearest terms, and the only formula which can be suggested as safe is the following :—

" Signed for and on behalf of Time Charterers, without
" recourse against me personally."

CLEANING BOILERS.—Charterers to allow Owners time for cleaning boilers in Charterers' time, same not to exceed 36 hours, time and place to be mutually agreed.

ACT OF GOD CLAUSE.—It is necessary that such clause should be contained in the Charter indemnifying Owners against any claims for damage or loss of cargo caused through happenings beyond the control of the Owners, or through negligence, default or error on the part of any servants of the Owners.

FEVER, PESTILENCE, OR QUARANTINE.—Time Charterers not to order vessel to proceed to any port or place where fever or pestilence is prevalent, or where quarantine is in force, except at their expense and risk.

WAR AND CONTRABAND.—Time Charterers not to order vessel to proceed to any port blockaded, or where hostilities are being carried on, and must not ship any goods contraband of war.

OVERTIME.—In case Charterers should require vessel to work overtime, have a stipulation that they shall pay officers and members of the crew such overtime at current rate.

SURVEY.—As certain trades at times occasion damage to a vessel, it is advisable to stipulate for a survey to take place on delivery and redelivery, two surveyors being present, one representing the Owners and the other the Charterers. Damage is frequently caused to a vessel's hatchways, tank tops, and holds when cargoes are handled, particularly when being discharged by grabs, etc. It is necessary that the Receivers of the cargo, or the Company who control the grabs, be immediately notified by letter holding them responsible for any damage done and any delay that may be caused in effecting the repairs. Such damage can then be inspected and the claim settled forthwith.

INCOME TAX.—Any tax or taxes levied by any Government other than that of the Owners' domicile or the ship's flag in respect of the earnings of the vessel whilst under time charter are to be for Charterers' account.

Light Dues.

Year commences April 1st.

FOREIGN-GOING.

A loaded steamer going to or coming from a foreign port pays 2¾d. per net register ton.

A loaded sailing vessel going to or coming from a foreign port pays 2¼d. per net register ton.

When vessels have paid the above dues six times within a year they are exempt from further payment during that year.

HOME TRADE.

A loaded steamer going to or coming from a port within the home-trade limits (U.K. Brest-Elbe) pays 1½d. per net register ton.

A loaded sailing vessel going to or coming from a port within the home-trade limits pays 1d. per net register ton.

When vessels have paid the above dues ten times within a year they are exempt from further payment during that year.

If a vessel makes foreign-going voyages as well as home-trade voyages in a year, a foreign-going voyage is calculated as a voyage and a half.

NOTE.—Vessels pay in addition dues on any deck cargo carried.

Vessels entering or leaving a port in ballast (when no freight is earned) are exempt from the payment of light dues, also vessels putting in for bunker coals, stores, etc., for their own use, or from stress of weather and for the purpose of repairing damage, etc.

The rates detailed above are the basic rates, and at present same are subject to an increase of 10 per cent.

Institute Warranties.

1. Warranted not to enter or sail from any port or place in British North America on the Atlantic Coast, its rivers, or adjacent islands, except the port of Halifax, and for bunkering purposes only the ports of Louisburg and Sydney, or to enter or sail from any port or place North of 50 deg. N. lat. on the Pacific Coast of America, its rivers, or adjacent islands.

2. Warranted not to enter the Baltic beyond 13 deg. E. long., or sail from a port therein between 1st October and 1st April.

3. Warranted not to enter waters north of 70 deg. N. lat.

4. Warranted not to sail with Indian coal as cargo between 1st March and 30th June.

5. Warranted not to sail for or from any port or place in the Behring Sea or Alaska or Siberia (except that vessels may enter or sail from Vladivostock between 1st May and 1st November).

SEE PAGE 257

Dates of Summer and Winter Freeboards.

Winter freeboards apply to vessels sailing from European and Mediterranean ports from October to March inclusive, and summer freeboards to the remaining six months, that is, April to September inclusive. In other parts of the world the summer freeboards should be used during the corresponding or recognised summer months.

INDIAN SUMMER FREEBOARD.

The freeboard for Indian summer applies to voyages in the fine season in the Indian seas between the limits of Suez and Singapore.

The " fine season in the Indian Seas " between the limits of Suez and Singapore is defined by the Government of India as prevailing east of Tuticorin from the 15th November to the 25th May and west of Tuticorin from 1st September to 25th May.

WINTER NORTH ATLANTIC FREEBOARD.

The freeboard for winter North Atlantic trades applies to vessels sailing to or from the Mediterranean or any British or European port, and which may sail to or from, or call at, ports in British North America, or eastern ports in the United States north of Cape Hatteras, from October to March inclusive.

(1) Steamers above 330 feet load line length are exempted from the additional winter North Atlantic freeboard.

(2) For steamers up to and including 330 feet in length (other than " well-deck " steamers) the winter North Atlantic freeboard is represented by a uniform addition of two inches to the ordinary winter freeboard.

(3) For " well-deck " steamers this table shows the increased freeboard for winter North Atlantic voyages above that required for ordinary winter :

PROPORTION COVERED.

Length of Vessel.	60/100	65/100	70/100	75/100	80/100
FEET.	INS.	INS.	INS.	INS.	INS.
180 ..	4	3½	3	2½	2
220 ..	3½	3½	3	2½	2
260 ..	3½	3	2½	2	2
300 ..	3	3	2½	2	2

(4) For sailing vessels, the winter North Atlantic freeboard is represented by a uniform increase of three inches above the ordinary freeboard.

Loading of Timber.

REGULATIONS AS TO DECK LOADS.

Section 10 of the Merchant Shipping Act, 1906.

(1) If a ship, British or Foreign, arrives between the last day of October and the 16th day of April in any year at any port in the United Kingdom from any port out of the United Kingdom, carrying any heavy or light wood goods as deck cargo (except under the conditions allowed by this section), the Master of the ship and also the Owner, if he is privy to the offence, shall be liable to a fine not exceeding five pounds for every 150 c.ft. of space in which wood goods are carried in contravention of this section.

(2) The conditions under which heavy wood goods may be carried as deck cargo are as follows :— (*a*) That they must only be carried in covered spaces ; and (*b*) that they must be carried only in such class of ships as may be approved by the Board of Trade for the purpose ; and (*c*) that they must be loaded in accordance with regulations made by the Board of Trade with respect to the loading thereof.

(3) The conditions under which light wood goods may be carried as deck cargo are as follows :— (*a*) Each unit of the goods must be of a cubic capacity not greater than 15 cubic feet ; and (*b*) the height above the deck to which the goods are carried must not exceed :—

(i) in the case of an uncovered space on a deck forming the top of a break, poop, or other permanent closed-in space on the upper deck, three feet above the top of that closed-in space ; and

(ii) in the case of an uncovered space, not being a space forming the top of any permanent closed-in space on the upper deck, or a space forming the top of a covered space, the height of the main rail, bulwark, or plating, or one-fourth of the inside breadth of the ship, or seven feet, whichever height is the least ; and

(iii) in the case of a covered space the full height of that space, and regulations may be made by the Board of Trade for the protection of seamen from any risk arising from the carriage of the goods in any uncovered space to the height allowed under this section, and those regulations must be complied with on the ship.

(4) Provided that a Master or owner shall not be liable to any fine under this section—(*a*) in respect of any wood goods which the Master has considered it necessary to place or keep on deck during the voyage on account of the springing of any leak, or of any other damage to the ship received or apprehended ; or (*b*) if he proves that the ship sailed from the port at which the wood goods were loaded as deck cargo at such time before the last day of October as allowed a sufficient interval according to the ordinary duration of the voyage for the ship to arrive before that day at the said port in the United Kingdom, but was prevented from so arriving by stress of weather, or circumstances beyond his control ; or (*c*) if he proves that the ship sailed from the port at which the wood goods were loaded as deck cargo at such time before the 16th day of April as allowed a reasonable interval according to the ordinary duration of the voyage for the ship to arrive after that day at the said port in the United Kingdom, and by reason of an exceptionally favourable voyage arrived before that day.

(5) For the purposes of this section—(*a*) the expression " heavy wood goods " means :—

(i) any square, round, waney, or other timber, or any pitch-pine, mahogany, oak, teak, or other heavy wood goods whatever ; or

(ii) any more than five spare spars or store spars, whether or not made, dressed, and finally prepared for use ; and

(*b*) the expression " light wood goods " means any deals, battens, or other light wood goods of any description ; and (*c*) the expression " deck cargo " means any cargo carried either in any uncovered space upon deck or in any covered space not included in the cubical contents forming the ships registered tonnage ; and (*d*) the space in which wood goods are carried shall be deemed to be the space limited by the superficial area occupied by the goods, and by straight lines enclosing a rectangular space sufficient to include the goods.

(6) Nothing in this section shall affect any ship not bound to a port in the United Kingdom which comes into any port of the United Kingdom under stress of weather, or for repairs, or for any purpose other than the delivery of her cargo.

Calendar.

JANUARY		
FEBRUARY		
MARCH	1	Application of warranty not to sail with Indian coal as cargo.
,,	31	Termination of winter freeboard (including winter North Atlantic).
APRIL	1	Commencement of summer freeboard.
		Termination of Baltic winter warranty.
,,	16	Vessels are permitted to enter United Kingdom ports with summer deckload (timber).
MAY	1	Termination of Vladivostock warranty.
,,	14	B.N.A. Termination of winter season (Insurance).
,,	15	B.N.A. Commencement of summer season (Insurance).
,,	25	Termination of Indian summer east of Tuticorin.
		,, ,, ,, ,, west ,, ,,
JUNE	30	Termination of warranty not to sail with Indian coal as cargo.
JULY		
AUGUST		
SEPTEMBER	1	Commencement of Indian summer west of Tuticorin.
,,	30	Termination of summer freeboard.
OCTOBER	1	Application of winter freeboard (including W.N.A.).
		Application of Baltic warranty beyond 13 deg. E. long.
,,	31	B.N.A. Termination of summer season (Insurance).
		Last day vessels are permitted to enter United Kingdom ports with summer deckload (timber).
NOVEMBER	1	B.N.A. Commencement of winter season (Insurance).
		Application of Vladivostock warranty.
,,	15	Commencement of Indian summer east of Tuticorin.
DECEMBER		

NOTES.

FREIGHT UNITS

AND

METHODS OF FREIGHT CALCULATION.

Index to Freight Units and Methods of Freight Calculation.

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Freight Units and Methods of Freight Calculation.

The following particulars are placed alphabetically according to the Country or Countries of shipment and not with regard to the commodity or unit.

ADRIATIC (East)/UNITED KINGDOM, CONTINENT.

DEALS : Soft sawn wood—Freight paid per cubic metre. Deck cargo not exceeding 25 per cent.

TIMBER : Freight paid per wagon load of 22 cubic metres. See " Danube."

AFRICA (West Coast, Gold Coast or Nigeria)/UNITED KINGDOM, CONTINENT.

GENERAL PRODUCE : Freight paid per 80/100 c.ft. of guaranteed grain space.

PALM KERNELS : Freight paid in lump sum based on cubic measurement of steamer.

„ (Gambia/Senegal)/UNITED KINGDOM, CONTINENT, MEDITERRANEAN.

GROUND-NUTS : Freight paid per delivered ton of 20 cwts.

These cargoes are mostly composed of nuts in shells. On rare occasions, Charterers offer deck cargo of shelled nuts (kernels) in bags at two-thirds freight. Cargoes loaded in the River Gambia occupy a greater space than those from the Saloum River. The expenses are also greater, and therefore an extra rate of freight of, say, 2/6 per ton should be secured for Gambia River freights.

ALEXANDRIA/UNITED KINGDOM, CONTINENT.

COTTON-SEED (Destination usually London or Hull) : Freight paid per ton of 60 c.ft. of grain space, exclusive of peaks.

COTTON : Freight paid per ton of 60 c.ft. of grain space, exclusive of peaks.

ONIONS : „ „ „ „ „ „

(N.B. ONIONS—Secure recognised clause which protects steamer from all possibility of being responsible for loss, damage, or deterioration.)

ALGERIA/UNITED KINGDOM.

ESPARTO GRASS : See Spain.

AMERICA (U.S.A.)/WORLD WIDE (Far East, Africa, and Australasia).

CASE OIL : Freight paid per case, viz. :—

(1) Low top or low screw case of not exceeding 2 c.ft. Each case contains ten American gallons. Dimensions, $20\frac{1}{2}'' \times 10\frac{7}{16}'' \times 15''$, gross weight 82/83 lbs., about 26/27 to the ton, occupying, including dunnage, between 2.03 and 2.10 c.ft. when stowed.

A close estimate of a steamer's low top case capacity is obtained by dividing the bale space of a steamer, exclusive of peaks, by 2.05.

(2) High top or high screw case of not exceeding 2 c.ft. Each case contains ten American gallons. Dimensions, $20\frac{7}{8}'' \times 10\frac{1}{2}'' \times 15\frac{1}{2}''$, stowing about five per cent. in excess of low top cases.

AMERICA (U.S.A.)/UNITED KINGDOM, CONTINENT, MEDITERRANEAN, ETC.

COTTON (Gulf or Atlantic Ports) : (1) Freight based on the nett register tonnage of the steamer.

„ (2) "Form O Charter." Freight based on the nett register tonnage of the steamer.

Under the terms of this Charter, Clause 20 stipulates that steamer allows 2/- per n.r.t. to cover all outward port charges, excluding Agency fee. Cargo f.o.b. and stowed.

A steamer, however, recently loading at Houston and Galveston incurred the following expenses on the inward port charges over and above the 2/- per n.r.t. mentioned above, viz. :—

S.S. 3,156 n.r.t. Loading 3,300 tons of Cotton.

Pilotage, Inwards and Shifting	$187.75	
Boarding Fee	4.25	
Boat Hire	47.00	
Customs Fee	2.00	
Cables, Telegrams and Petties	43.29	
Loading Certificate and Inspection of Cargo ..	185.12	
Towage and Moving	665.00	
Winchmen	121.43	
Consular Fees	13.25	
Clerk	96.00	
Watching	24.50	
Shed Hire and Dockage	622.25	
Doctor	25.00	
Fittings and Labour	100.64	
Agency Fee	100.00	
	———	2237.48
Port Charges at 2/- per n.r.t. (3,156)— £315 12s. 0d. at $4.54\frac{1}{6}$ ..		1433.22
Half per cent. Insurance on Charter account, freight prepaid, £29 3s. 10d.		132.57
Despatch, $9\frac{3}{8}$ days at 2d. on 3,156 tons, £246 11s. 3d		1119.70
		$4922.97

Shed hire and dockage is not usually charged. Towage charges and hire of tarpaulins are at times stated to be covered by the above 2/- per n.r.t., in the terms of the Charter-party. It would be advisable to also stipulate for the inclusion of shed hire and dockage.

COTTON : (3) Freight paid per lb. in fractions of 1d.

„ (4) Freight paid, — cents. per 100 lbs.

„ (5) (Principally to European Russian Ports, including Black Sea Ports) Freight paid, — cents. per c.ft. bale space.

SUGAR (Northern Range) ; Freight paid — cents. per 100 lbs.

TIMBER :

PITCH-PINE, Sawn, Hewn, etc. (Gulf Ports) : Fixed on " Pixpinus " Charter (documentary form). Freight paid per St. Petersburg Standard Hundred of 165 c.ft., 10 per cent. of the entire cargo at two-thirds freight.

LUMBER (Pacific) : Freight paid per mille (1,000 superficial feet or $83\frac{1}{3}$ c.ft.).

AMERICA (U.S.A.)/UNITED KINGDOM, CONTINENT, SCANDINAVIA, MEDITERRANEAN, ETC.

FLOUR (Gulf or Northern Range—European Russian Ports) : Freight paid, — cents. per 100 lbs.

GENERALS (to European Russian Ports principally) : Freight paid, — cents. per c.ft. bale space.

GRAIN (Gulf or Northern Range Ports—Norfolk/Portland) : Freight paid—

(*a*) — cents per 100 lbs. ;

(*b*) — sterling — per quarter of 480 lbs. of heavy grain,

„ „ „ 400 „ Barley,

„ „ „ 320 „ Oats ;

(*c*) " Baltimore Form C Charter "—

(i) American Basis, — cents. per 100 lbs. (prepaid) ;

(ii) London Basis, — sterling — per quarter of 480 lbs. of heavy grain,

„ „ „ 400 „ Barley,

„ „ „ 320 „ Oats ;

if discharge in United Kingdom, but if discharge on Continent, per ton of 2,240 lbs. or 1,015 kilos ;

(*d*) " Nett Charter," per ton of 2,240 lbs. (prepaid).

GRAIN (Pacific) : Freight paid per delivered ton of 2,240 lbs.

AMERICA (U.S.A.)/PLATE.

PITCH-PINE, Sawn, Hewn, etc. (Gulf Ports). Fixed on " Pixpinus " Charter (documentary form). Freight paid :

(i) Per St. Petersburg Standard Hundred of 165 c.ft., 10 per cent. of the entire cargo at two-thirds freight.

Charterers sometimes require the option of loading a part cargo of resin or shooks on the basis of 4 tons to 1 standard of re-sawn timber.

(ii) Per mille — 1,000 superficial feet (or $83\frac{1}{3}$ c.ft.)., 10 per cent. of the entire cargo at two-thirds freight.

AMERICA (U.S.A.)/JAPAN.

COTTON : Freight paid, (*a*) — cents per 100 lbs ; (*b*) — per unit of 60 c.ft., bale space.

AUSTRALASIA/UNITED KINGDOM, CONTINENT, ETC.

WOOL : Freight paid per 60 c.ft. bale, half-beam measurement, if on charter ; but freight at so much per lb. if vessel loading on berth.

AUSTRALIA/INDIA, AFRICA, ETC.

JARRAH WOOD : Freight paid per load of 50 c.ft. (As a load weighs about 33 cwts., steamers invariably load their d.w. before completing their measurement capacity.)

AUSTRALIA/UNITED KINGDOM, CONTINENT, ETC.

GRAIN : Freight paid per ton of 2,240 lbs. (A 7,400 d.w. steamer chartered to load a cargo of grain from Sydney and Melbourne in June, 1922, had to be fitted with shifting boards, the cost of which amounted to £990.)

Loading time does not commence to count until twenty-four hours after steamer is actually in her loading berth, as ordered, ready to load in all holds. Despatch is payable on all time saved, including Sundays and

holidays. Should no berth be available before steamer's cancelling date, it is being contended by Charterers that, according to the conditions of Charter, they have the liberty of cancelling same. In February, 1925, when rates fell 12/6–15/-, a certain steamer, having failed to secure a loading berth before her cancelling date, was loaded, and the dispute referred to arbitration upon the following terms: If the award is favourable to the steamer, the chartered rate of freight to hold good, but if the merchant's contention is upheld, the rate of freight to be reduced 5s. per ton.

AUSTRALIA–NEW SOUTH WALES/WORLD-WIDE.

SLEEPERS: Freight paid per load of 50 c.ft. (A d.w. cargo, as a load weighs about 30 cwts.)

AZOFF/UNITED KINGDOM, CONTINENT.

GRAIN: (1) Formerly fixed on either "Azcon" Berth Contract (documentary form) or The 1890 Azoff Charter-party (documentary form).

Freight paid according to the following scale of units for freight :—

	English lbs.		Kilogrammes.
Wheat, Maize, Peas, Beans, Millet-seed	2,240	or	1,015
Rye, Dari, Canary-seed	2,220	,,	1,006
Linseed, Rape-seed	2,170	,,	983
Dodder, Cameline	2,100	,,	951
Barley, Mustard-seed, Sesame	2,050	,,	929
Hemp-seed	1,800	,,	815
Oats	1,600	,,	725
Poppy-seed	1,400	,,	634

(2) At present all chartering (Russian) is effected for account of the Government and the adapted "Gencon" Charter has to a great extent substituted the recognised Berth Contract and Charter-party.

Freight paid—(1) Grain, etc.—On the delivered ton of 2,240 lbs. (no parcel of the entire cargo to be lighter than barley);

(2) Seeds.—Per ton of 60 c.ft. of steamer's cargo capacity.

DEALS, BATTENS AND BOARDS : Fixed on the "Scanfin, 1924," Charter (documentary form). Freight paid per St. Petersburg Standard Hundred of 165 c.ft. (Endeavour limit boards to one-third total cargo, with ends under 9′ at extra freight.)

The principal Bristol Channel timber importers of sawn wood, when fixing tonnage, invariably insist on the "Backrut" form of charter, which is not approved by the Documentary Committee.

Occasionally cargoes are discharged in this Channel under the "Scanfin" terms of charter, but such cargoes would have been purchased c.i.f. and not chartered by local importers.

HEWN BAULKS : Freight paid (*a*) per St. Petersburg Standard Hundred of 165 c.ft.; (*b*) per load of 50 c.ft.

KAPPBAULKS (Shipped principally to Holland, Belgium, and Germany) : Freight paid per Groningen Tult, viz., 12 baulks or beams, each 18 feet long, or 216 running feet, with a top measurement of 11″, 20 per cent. additional freight for every inch more, and a reduction of 17 per cent. for 10″ top, and 34 per cent. for 9″ top, and 42½ per cent. for 8″ top measurement. (It is advisable, if possible, to fix on a lump-sum basis.)

PITPROPS, PULPWOOD AND ROUNDWOOD : Fixed on the "Scanfin, 1924," Charter (documentary form). Freight paid per intaken piled fathom of 216 c.ft. (Limit lengths to 9 feet in order to ensure better stowage. It is advisable, when possible, to fix this class of cargo on a lump-sum basis, with stipulated amounts for loading and discharging and agreed number of days in which to load and discharge.)

POLES : Freight paid per Gothenburg Standard of 150 c.ft. (It is advisable to fix on a lump-sum basis.)

SLEEPERS : Freight paid per load of 50 c.ft.

When chartering, make sure that the total measurement of the number and size of sleepers per load, as detailed in the Charter-party, does not exceed the recognised load of 50 c.ft. A load occupies approximately 76 c.ft. grain space.

SPOOLWOOD : Freight paid per St. Petersburg Standard Hundred of 165 c.ft. (Same actually occupies about 230 c.ft. as compared with 200/205 c.ft. for a standard of deals. A lump-sum basis is preferable. All cargo is shipped under deck with Owners' liberty to load a deck cargo for their own account.)

WOOD-PULP : Freight paid per intaken ton of 2,240 lbs. or 1,015 kilos. The cubic measurement of a ton of wood-pulp varies considerably, for the cargo may be wet or dry. Charterers agree in the terms of Charter-party to a defined maximum measurement of a ton, ranging from 50/55 c.ft. up to 65 c.ft.

The intaken quantity is calculated at so many bales per ton, and in many cases it has been found that, with the bales varying in weight, the average weight per bale by which the ton is calculated is too low, and it is suggested that the weight of the bale should be frequently tested and averaged at the time of loading in order to avoid a shortage of freight.

The ton is also measured alongside and if it is in accordance with the charter stipulation, it cannot be expected that it will only occupy such space when stowed.

The following are the approximate cubic measurements when stowed :—

Wood-pulp, Dry, Chemical Sulphite, bleached or unbleached	55/58 c.ft. (bale).
„ „ Mechanical	70/75 „ „
(Cargoes have been known to occupy in exceptional cases a measurement of even 85 c.ft. to the ton.)	
Wood-pulp, Wet, Mechanical	53/58 „ „

BALTIC (SCANDINAVIA AND FINLAND)/ALEXANDRIA.

BAULKS, HEWN OR SAWN, D.B.B., ETC. : (1) Fixed on " Baldria " Charter (approved form). Freight paid per St. Petersburg Standard Hundred of 165 c.ft. Deck-cargo at two-thirds freight. 100 standards per day delivery. Despatch at £10 per running day saved. Demurrage at 4d. per g.r.t.

(2) Fixed on private forms of charter, which are more frequently used. Freight paid per St. Petersburg Standard Hundred of 165 c.ft. Deck cargo, but not less than 30 per cent. of the entire cargo at half freight.

As Charterers stipulate for despatch money on all time saved in discharging, endeavour to secure a greater delivery than 80/90 standards per day as quoted. Under such terms a vessel recently had to pay over £700 in despatch money. A daily discharge of 160 standards per day can easily be effected. Try for discharging time to count from arrival and free pratique.

BENGAL/UNITED KINGDOM, CONTINENT, ETC.

When cargoes are fixed otherwise than on a d.w. basis, the following scale applies :—

ARTICLES.	Cwts. per ton net.	Cubic feet per ton.
Aloes, in bags and boxes	20	—
Alum, in bags and boxes	20	—
Aniseed, in bags	8	—
Arrowroot, in cases	—	50
Arsenic, in bags or cases	20	—
Asafœtida, in bags and boxes	20	—
Apparel, in boxes	—	50
Bark, in bags	8	—
Beeswax	20 gross	—
Barilla	20	—
Betel-nut	20	—
Books	—	50
Borax	20	—
Bran	14	—
Brimstone	20	—
Bullion	at per cent.	
Cake-lac, in bags	16	—
Camphor, in cases	—	50
Cardamoms, in robbins	8	—
Do. in boxes	—	50
Cassia, in boxes	—	50
Do. in bags	12	—
Castor-seed	15	—
Chillies (dry), in bags	8	—
China Root, in bags	11	—
Do. in boxes	—	50

Articles.	Cwts. per ton net.	Cubic feet per ton.
Chiretta, in bales	16	50
Churrah	14	—
Cigars	—	50
Cloves, in bags	8	—
Do. in boxes	—	50
Coals	20	—
Cochineal	—	50
Coffee, in bags	18	—
Do. in casks	16	—
Coral, rough	20	—
Coir, loose and unscrewed	12	—
Do. in dholls	10	—
Copras or Cocoa-nut Kernel	14	—
Coriander-seed	12	—
Cotton, in bales	Actual measurement at	50
Cowries	20	—
Cumin-seed	8	—
Do. Black	8	—
Cutch, in bags	18	—
Do. in cases	—	50 not exceeding 20 cwts. gross.
Dates, wet	20	—
Do. dry	16	—
Dhall	20	—
Elephants' Teeth, in bulk	20	—
Furniture	—	50
Garlic and Onions	12	—
Ginger	16	—
Gram	20	—
Gums, in cases	—	50
Gunny Bags and Gunny Cloth	—	50 not exceeding 2,240 lbs. gross
Gunjah	—	50
Hemp	5 bales not exceeding	52
Hides, Buffalo or Cow, cured, in bales	not exceeding 20 cwts.	50
Hoofs, Horn Shavings and Tips	20	—
Horns, Cow, Buffalo, or Deer	20	—
India-rubber, in bags	16	—
Do. in cases	—	50
Indigo	—	50
Iron	20	—
Jute	—	50
Jute Cuttings	—	50
Lac Dye	—	50
Lard	20 gross	—
Linseed	20	—
Mace	—	50
Machinery	20	—
Metals	20	—
Mathie-seed	18	—
Myrabollams	16	—
Molasses	2 puncheons or 4 hhds.	

Articles.	Cwts. per ton net.	Cubic feet per ton.
Mother-of-Pearl, in bags	20	—
Do. in chests	20	—
Mowra Flowers	20	—
Mowra-seed	20	—
Munjeet	—	50
Mustard or Rape-seed	20	—
Niger-seed	20	—
Nutmegs, in cases or casks	—	50
Nux Vomica	16	—
Oats	16	—
Oil, in cases	—	50
Oil, in casks	4 hhds.	—
Oil-seed Cake	20	—
Opium	per chest	
Paddy	16	—
Palmatine, in bags	16	—
Peas	20	—
Pepper, Long	12	—
Do. Black	14	—
Planks and Deals	—	50
Poppy-seed	20	—
Putchuck	10	—
Rags	—	50
Raw Silk, in bales	10	—
Rattans, for dunnage	20	—
Red Wood, do.	20	—
Rhea	5 bales not exceeding	52
Rice	20	—
Rope, in coils	—	50
Rope, Lines and Twines, in bundles	16	—
Rum, in casks	2 puncheons or 4 hhds.	
Safflower	5 bales not exceeding	52
Sago, in cases	—	50
Sal-ammoniac, in bags	20	—
Do. in boxes	20 gross	—
Saltpetre	20	—
Salt	20	—
Sapanwood, for dunnage	20	—
Sealing Wax, in cases	—	50
Seed-lac, in cases	—	50
Do. in bags	16	—
Senna	—	50
Shells, rough, in bags	20	—
Shellac, in cases	—	50
Do. in bags	16	—
Silk Chussum	—	50
Do. Waste	—	50
Silk Piece-goods	—	50
Skins	14 gross	—
Soap, country, in cases	—	50
Do. in bags	15	—
Do. in bar	20	—

Articles.	Cwts. per ton net.	Cubic feet per ton.
Stick-lac, in cases	—	50
Do. in bags	16	—
Sugar	20	—
Tallow, in cases or casks	20 gross	—
Talc	20 gross	—
Tamarind, in cases or casks	20 gross	—
Tapioca	—	50
Tea	—	50
Teel-seed	20	—
Timber, round	—	40
Do. square	—	50
Tincal	20	—
Tobacco, in bales	5 bales not exceeding	52
Tortoise Shells, in chests	—	50
Turmeric	16	—
Wheat	20	—
Wool	—	50

Jute, Jute Cuttings, Hemp, Cotton, Safflower, and other articles similarly packed, are screwed in bales varying from 300 to 400 lbs.

Goods in casks or cases to be calculated at gross weight when paying freight by weight.

AMERICAN TONNAGE SCHEDULE.	BENGAL.
Saltpetre, in bags	20 cwt. per ton.
Sugar „	20 „ „
Rice „	18 „ „
Cutch „	17 „ „
Linseed „	1,600 lbs.
Castor-seed „	1,350 lbs.
India-rubber „	1,200 lbs.
Turmeric „	10 cwt. per ton.
Ginger „	10 „ „
Myrabollams „	10 „ „
Nux Vomica „	10 „ „
Jute, in bales	40 cubic feet per ton.
Gunny Cloth, in bales	40 „ „ „
Gunny Bags „	40 „ „ „
Hides „	40 „ „ „
Skins „	40 „ „ „
Safflower „	40 „ „ „
Hemp „	40 „ „ „
Munjeet „	40 „ „ „
Rags „	40 „ „ „
Shellac, in cases	40 „ „ „
Lac Dye „	40 „ „ „
Indigo „	40 „ „ „
Castor Oil „	40 „ „ „

And all other Cases and Baled Goods.

INCOME TAX: See India.

BLACK SEA/UNITED KINGDOM, CONTINENT.

GRAIN, ETC.: (1) Formerly fixed on either "Russcon" Berth Contract (documentary form) or The 1890 Black Sea Charter-party (documentary form).

Freight paid according to the following scale of units for freight :—

	English lbs.		Kilogrammes.
Wheat, Maize, Peas, Beans, Millet-seed	2,240	or	1,015
Rye, Dari, Canary-seed	2,220	,,	1,006
Linseed, Rape-seed	2,170	,,	983
Dodder, Cameline	2,100	,,	951
Barley, Mustard-seed, Sesame	2,050	,,	929
Hemp-seed	1,800	,,	815
Oats	1,600	,,	725
Poppy-seed	1,400	,,	634

(2) At present all chartering (Russian) is effected for account of the Government and the adapted "Gencon" Charter has to a great extent substituted the recognised Berth Contract and Charter-party.

Freight paid—(1) Grain, etc.—On the delivered ton of 2,240 lbs. (no parcel of the entire cargo to be lighter than barley);

(2) Seeds.—Per ton of 60 c.ft. of steamer's cargo capacity.

BOMBAY/UNITED KINGDOM, CONTINENT, ETC.

When cargoes are fixed otherwise than on a d.w. basis, the following scale applies :—

TONNAGE SCALE.

Hides and Skins, whether in bales or bundles, by measurement.

Oil on the outside measurement of the cask.

When freight is payable on weight, the same is on the nett weight delivered. The tonnage scale for steamers is on the basis of 40 c.ft. to the ton, but in no case to exceed 20 cwt. deadweight.

ARTICLES.	STEAMERS—to the ton.
Ajwan (weed) Seed	11 cwt.
Almonds, Shelled	10 ,,
Aloes, in kegs	40 feet.
Alum, in bags	16 cwt.
Angoor	13 ,,
Annotto, in cases	40 feet.
Apparel	40 ,,
Apricots, or Jardaloo	13 cwt.
Arrowroot, in cases	40 feet.

Articles.	Steamers—to the ton.
Assafœtida, in cases	40 feet.
Bajree, in bags	18 cwt.
Barilla	16 „
Barley, in bags	15 „
Bran, in bags (pressed), of $45\frac{1}{2}'' \times 25''$, weight not less than 140 lbs.	10 „
Do. (unpressed)	9 „
Beans, Arad, Oorid, or Toor	17 „
Beeswax, in cases	40 feet.
Betel-nut, in bags	13 cwt.
Blackwood, in straight square logs	40 feet.
Do. otherwise	16 cwt.
Bone-meal and Bone-dust	20 „
Bone-meal, 3/32″ mesh	20 „
Bones, crushed, $\frac{3}{4}''$ mesh	13 „
Do. $\frac{1}{2}''$ mesh	14 „
Do. 5/16″ mesh	15 „
Do. loose	—
Books	40 feet.
Borax, in cases	40 „
Do. in bags	16 cwt.
Buffalo Horns, in bundles	6 „
Bullion	per cent.
Camphor, in cases	40 feet.
Canes, Rattans, in bundles	13 cwt.
Cardamoms, in bundles	40 feet.
Cashew-nuts, in cases	40 „
Casein Powder, in bags	13 cwt.
Cassia Lignea, Fistula, and Buds	40 feet.
Chasum,	8 cwt.
Chillies, in bags	4 „
Do. in corras	40 feet.
China Root, in cases	40 „
Cigars	40 „
Cinnamon, in bales	40 „
Do. in cases	40 „
Cloves, in cases	40 „
Do. in bags or frazils	8 cwt.
Coals	—
Cocoa, in bags	10 „
Coculus Indicus, in bags	13 „
Coffee, in cases	40 feet.
Do. in bags or frazils	14 cwt.
Coir, in bales	40 feet.
Do. in bundles or loose	5 cwt.
Coir Rope, in coils	40 feet.
Colocynth, in cases	40 „
Colombo Root, in bags	8 cwt.
Copra, in robbins	8 „
Cut Copra, in bags	10 „
Coral, Rough (not specimen), in bags	16 „
Cotton-seed	13 „
Cotton, in bales	40 feet.
Cowries, in cases	40 „

Articles.	Steamers—to the ton.
Cowries in bags	16 cwt.
Cubebs	10 „
Cumin-seed, in cases	40 feet.
Do. in bags	11 cwt.
Cutch or Terra Japonica, in bags or baskets, unscrewed	13 „
Cuttle-fish	4 „
Cylindrical Packages, Rolls, etc.—Cylindrical packages that weigh less than 20 cwts. to the 40 feet are to be accepted as measurement cargo, and the following formula shall be recognised for the calculation of their cubic contents, viz., the square of the diameter be multiplied into the length and one-fifth be deducted from the product	40 feet.
Dates, wet	16 cwt.
Do. dry	13 „
Dhall, crushed, in bags	17 „
Dill-seed (Aniseed or Soowa-seed)	10 „
Dividivi	13 „
Dragon's Blood, in cases	40 feet.
Ebony, square and straight	40 „
Do. otherwise	16 cwt.
Elephants' Teeth, in cases	40 feet.
Do. in bundles	14 cwt.
Do. loose	16 „
Fennel-seed	10 „
Fenugreek or Methey-seed	17 „
Flour, in bags	18 „
Do. Middlings, or Sharps, in bags	12 „
Furniture	40 feet.
Galingals	10 cwt.
Galls, in bags	13 „
Do. in cases	40 feet.
Ganga	5 cwt.
Garlic	8 „
Gaudi Medicine	10 „
Ginger, dry, in cases	40 feet.
Do. dry, in bags	10 cwt.
Gram, in bags	18 „
Ground-nuts, shelled	14 „
Do. unshelled	6 „
Gums, of all kinds, in cases	40 feet.
Gum Olibanum, in bags	13 cwt.
Do. in double bags (Persian)	17 „
Do. in double bags (Arabic)	17 „
Hurtall, in cases	40 feet.
Hemp, in screwed bales	40 „
Do. loose or in bundles	5 cwt.
Hides and Skins, in screwed bales	40 feet.
Do. loose and in small bundles	40 „
Horns, Buffalo and Cow, loose	13 cwt.
Do. do. do. in bundles or bags	6 „
Do. Deer, loose	6 „
Horn Tips, of any kind	13 „
Indigo, in cases	40 feet.
Iron, old	20 cwt.

Articles.	Steamers—to the ton
Iron Rails	20 cwt.
Jackwood	40 feet.
Jambul-seed	10 cwt.
Jestimud or Liquorice	8 „
Jowaree, in bags	17 „
Kang-seed, in bags	16 „
Khismis or Raisins, in cases	40 feet.
Lac Dye, in shells or cases	40 „
Lang, in bags	18 cwt.
Do. crushed, in bags	17 „
Linseed, in bags	16 „
Mace, in cases	40 feet.
Maize, in bags	16 cwt.
Mother-of-Pearl, in cases or tins	40 feet.
Do. in bags	16 cwt.
Mowra Flowers	18 „
Do. Seed, in bags	13 „
Munjeet or Madder Root, in cases or bales	40 feet.
Do. in bundles or bags	8 cwt.
Musk, in cases	40 feet.
Mussor, in bags	19 cwt.
Myrabollams, crushed, in bags	11 „
Do. in bags	14 „
Niger-seed	14 „
Nutmegs, in cases	40 feet.
Nux Vomica, in cases	40 „
Do. in bags	13 cwt.
Oats	12 „
Oil, of any kind, in casks	40 feet.
Oilcake, expeller	16 cwt.
Do. Rotary or Ghanny	15 „
Do. hydraulic pressed	16 „
Oilcake Powder	16 „
Oil-seeds, Teel or Gingelly-seed	14 „
Do. Rape-seed	15 „
Do. Mustard-seed	15 „
Opium	per chest.
Paddy, in bags	13 cwt.
Peas	17 „
Pepper, in bags	13 „
Pimento	12 „
Pistachio Nuts	10 „
Plumbago, in bags	16 „
Pollards, in bags	10 „
Poppy-seed, in double bags	13 „
Rattans, in bundles	13 „
Do. ground	13 „
Red Wood	13 „
Rhubarb, in cases	40 feet.
Rice, in bags	18 cwt.
Rosin	10 „
Safflower	13 „
Safflower-seed (Kurdai-seed or Kasumba), in bags	13 „

Articles.	Steamers—to the ton.
Sago, in cases	40 feet.
Sal-ammoniac, in cases	40 „
Do. in bags	15 cwt.
Salt	28 Indian maunds of $82\frac{2}{7}$ lbs.
Saltpetre	20 cwt.
Sandal and Sapanwood	9 „
Sandalwood Roots and Chips	7 „
Sealing Wax, in cases	40 feet.
Senna, in bags	5 cwt.
Do. in bales	40 feet.
Shells, rough, in bags	16 cwt.
Silk, in bales	8 „
Do. in cases	40 feet.
Soap, in cases	40 feet.
Soap Nuts	10 cwt.
Sugar, in double bags	19 „
Talc	16 „
Tallow	40 feet.
Tamarinds	15 cwt.
Tea, in chests	40 feet.
Timber, Teak, Square Planks and Poon	40 „
Do. do. Round, one-fifth off	
Tobacco, in bales	40 „
Tortoise Shells, in chests	40 „
Turmeric, in bags	11 cwt.
Tutenague	16 „
Weed-seed (in bags)	10 „
Whanghees (*vide* Canes)	13 „
Wheat	18 „
Wines and Spirits, in casks	40 feet.
Do. do. in cases	40 „
Wool, in screwed bales	40 „
Zedoary	16 cwt.

CARGO COMBINATION: A favourable combination for a good measurement 6,000 steamer, say, 63/65 c.ft. grain space, is:

2,000 tons heavy, not exceeding 3,000 tons of 15 cwt. tons and the balance light.

INCOME TAX: See India.

BRAZIL/STATES, UNITED KINGDOM, CONTINENT.

Coffee in Bags: Freight paid per bag. (About 17 to the ton, occupying 60/62 c.ft.).

BRITISH COLUMBIA/UNITED KINGDOM, CONTINENT, ETC.—See CANADA.

BULGARIA/UNITED KINGDOM, CONTINENT.

GRAIN, ETC.: The 1890 Black Sea Charter-party has more or less substituted the recognised " Bulcon " Berth Contract, which is now rarely used.

Freight paid according to the following scale of units for freight :—

	English lbs.		Kilogrammes.
Wheat, Maize, Peas, Beans, Millet-seed	2,240	or	1,015
Rye, Dari, Canary-seed	2,220	,,	1,006
Linseed, Rape-seed	2,170	,,	983
Dodder, Cameline	2,100	,,	951
Barley, Mustard-seed, Sesame	2,050	,,	929
Hemp-seed	1,800	,,	815
Oats	1,600	,,	725
Poppy-seed	1,400	,,	634

CALCUTTA.—See BENGAL.

CANADA/UNITED KINGDOM, CONTINENT, SCANDINAVIA, MEDITERRANEAN, ETC.

FLOUR (European Russian Ports principally). Freight paid : — cents per 100 lbs.

GRAIN : Freight paid :—

(*a*) — cents per 100 lbs.

(*b*) — sterling — per quarter of 480 lbs. of heavy grain,
,, ,, ,, 400 lbs. of Barley,
,, ,, ,, 320 lbs. of Oats.

(*c*) " Baltimore Form C. Charter "—

(i) American Basis, — cents per 100 lbs. (prepaid).

(ii) London Basis, — sterling — per quarter of 480 lbs. of heavy grain,
" " " 400 lbs. of Barley,
" " " 320 lbs. of Oats,
if discharge in United Kingdom, but if discharge on Continent, per ton of 2,240 lbs. or 1,015 kilos.

CANADA (BRITISH NORTH AMERICA-ATLANTIC)/UNITED KINGDOM, CONTINENT.

DEALS, BATTENS, AND BOARDS : Fixed on " Benacon " Charter (documentary form). Freight paid per St. Petersburg Standard Hundred of 165 c.ft.

SPOOLWOOD : Fixed on " Scanfin, 1924," Charter (documentary form). Freight paid per St. Petersburg Standard Hundred of 165 c.ft. A standard occupies approximately 230 c.ft. All cargo is shipped under deck with Owners' option of carrying deck cargo for their own account.

SUGAR : Freight paid (*a*) — sterling — per ton of 2,240 lbs.
(*b*) — cents. per 100 lbs.

CANADA/PLATE.

DEALS, BATTENS, AND BOARDS : Fixed on the " Canplate " Charter. Freight paid per St. Petersburg Standard Hundred of 165 c.ft. Deck cargo at two-thirds freight.

This form of charter is practically obsolete owing to cessation of shipments.

CANADA (BRITISH COLUMBIA)/UNITED KINGDOM, CONTINENT.

FLOUR : Freight paid per gross ton of 2,240 lbs.

Barrel : 196 lbs. nett weight (seldom shipped).
Sack : Two bags, each about 140 lbs., equal one sack,
Bag : Shipped to Orient, about 50 lbs. each
} stow about 55 c.ft. to ton.

GRAIN : Freight paid per gross ton of 2,240 lbs.

LUMBER : Freight paid per mille (1,000 superficial feet occupying $83\frac{1}{3}$ c.ft.). $166\frac{2}{3}$ c.ft. weigh 3/4 tons. Deckload at full freight, insurance for Owner's account.

When cargoes are fixed otherwise than on a d.w. basis, the following scale applies :—

Article.	To the ton.
Areca-nuts, in bags	16 cwt.
Cardamoms, in bags	12 „
Do. in cases	50 feet.
Cinnamon, in cylindrical bales	1,200 lbs.
Do. in cases or machine-pressed bales	50 feet.
Do. Chips, in cases or machine-pressed bales	50 „
Do. Chips, in bags or unpressed bales	800 lbs.
Do. Oil, in cases	50 feet.
Citronella Oil, in cases	50 „
Do. in drums	18 cwt.
Cocoa, in bags or casks	14 „
Do. in cases	50 feet.
Cocoa-nuts, in bags	14 cwt. (gross).
Do. unhusked, loose	1,000
Do. unhusked, in bags	14 cwt.
Do. desiccated, in cases	50 feet.
Cocoa-nut Oil, in casks	14 cwt.
Do. in steel cylinder packings	18 „
Cocoa-nut Shavings (dried), in bags	12 „
Coir, in pressed bales	50 feet.
Do. in bundles, ballots, or dholls	6 cwt.
Do. Rope, in coils	8 „
Do. Yarn and Fibre, screwed bales	50 feet.
Do. do. in bundles, ballots, or dholls	6 cwt.
Do. Bristle Fibre, in ballots	10 „
Do. do. in pressed bales	50 feet.
Do. do. in cases	50 „
Copra, in bags, cut	12 cwt.
Do. in bags, uncut	10 „
Do. in pressed bales	50 feet.
Lead Dross, packed in barrels or bags	20 cwt.
Maldive Fish, in bags	16 „
Measurement Goods, in bales	50 feet.
Do. do. in cases	50 „
Pepper, in bags	16 cwt.
Plumbago, in bags or barrels	20 „
Poonac or Oilcake, in bags	17 „
Do. do. in robbins	20 „
Rice, in bags	20 „
Rubber, in cases and bales	50 feet or 20 cwt.
Do. in bags	50 feet.
Sugar, in bags	20 cwt.
Tea, in cases	50 feet.
Timber, squares, planks	50 „

Article.	To the ton.
Vanilla, in cases	50 feet
Woods: Ebony, Satin	20 cwt.
All other articles not enumerated, in pressed bales	50 feet.
Do. do. do. in cases	50 feet or 20 cwt.
Do. do. do. in bags	20 cwt. or 50 feet.
Do. do. do. in bundles	10 cwt.

INCOME TAX: See India.

COCHIN AND MALABAR COAST/UNITED KINGDOM, CONTINENT, ETC.

When cargoes are fixed otherwise than on a d.w. basis, the following scale applies :—

Goods.	Packages.	To the ton.
Arrowroot	Cases	50 cubic feet.
Do.	Bags	16 cwt. net.
Beeswax	Cases	50 cubic feet.
Do.	Bags	16 cwt. net.
Betel-nut	Bags or mats	16 „
Black Wood	In square logs	50 cubic feet.
Bone-meal	Bags	20 cwt. net.
Cane	Gunny bundles ..	50 cubic feet.
Cardamoms	Robbins	10 cwt. net.
Do.	Bags	10 „
Do.	Cases	50 cubic feet.
Cashew-nuts	Bags	14 cwt. net.
Castor Meal	Bags	16 „
Cassia	Bales	800 lbs. net } 50
Cinnamon	Bales	800 „ } c.ft.
Do.	Cases	50 cubic feet.
Citronella Oil	Cases, drums or tanks ..	50 „
Cocoa-nut Oil	Casks	14 cwt. net.
Coculus Indicus	Robbins	14 „
Do.	Bags	16 „
Coffee	Casks	16 „
Do.	Bags	18 „
Do.	Cases	50 cubic feet
Coir Yarn and Fibre	Pressed bales	50 „
Do. do.	Bundles or coils ..	8 cwt. net.
Do. do.	Dholls, not exceeding 4 lbs.	10 „
Coir Matting	Rolls	50 cubic feet.
Do. Rope	Coils	8 cwt. net.
Copra	Robbins	10 „
Do.	In pressed bales ..	50 cubic feet.
Do.	Bulk	10 cwt. net.
Do.	Bags	10 „
Do.	Bags, each cup cut in four pieces.	12 „

Goods.	Packages.	To the ton.
Capsicums	Bags	10 cwt. net.
Cotton	Pressed Bales	50 cubic feet.
Cowries	Bags or cases	20 cwt. net.
Cutch	Cases	50 cubic feet.
Do.	Bags or baskets	18 cwt. net, unscrewed.
Cinchona	Bales	50 cubic feet.
Elephants' Teeth	Cases	50 „
Do.	Bundles	18 cwt. net.
Do.	Loose	20 „
Fish Oil	Casks	14 „
Ginger	Cases	50 cubic feet.
Do.	Bags	12 cwt. net.
Do.	Casks	8 „
Gingelly-seed	Bags	20 cwt. net.
Ground-nuts, shelled	Bags	20 „
Do. unshelled	Bags	12 „
Gums of all kinds	Cases	50 cubic feet.
Hemp	Screwed bales	50 „
Hides	Unpressed	12 cwt. net.
Do. green	Do.	20 „
Do. dry	Bales	50 cubic feet.
Hoofs	Bags	20 cwt net.
Horns, Buffalo and Cow	Loose	16 „
Do. Deer	Do.	12 „
Lemon-grass Oil	Cases, drums or tanks	50 cubic feet.
Linseed	Bags	18 cwt. net.
Marotti-seeds	Bags	15 „
Mangoes, pickled	Barrels	14 „
Do. sliced	Bags	12 „
Mica	Cases	50 cubic feet.
Myrabollams	Bags	16 cwt. net.
Nux Vomica	Robbins	14 „
Do.	Bags	16 „
Nutmegs	Cases	50 cubic feet.
Oil-seeds	Bags	17 cwt. net.
Other Oils	Cases, drums or tanks	50 cubic feet.
Palmyra Fibre	Pressed bales	50 „
Do.	Bundles	8 cwt. net.
Do.	Ballots	50 cubic feet.
Pepper	Bags	16 cwt. net.
Do.	Robbins	14 „
Plumbago	Bags or barrels	20 „
Poonac, cake	Bundles or bales	20 „
Do. broken	Bags	17 „
Rice	Bags	20 „
Rubber-seeds	Bags	8 „(each 54 lbs.)
Saltpetre	Bags	20 „
Sandalwood, roots and chips	Bags or bundles, loose	8 „
Sandalwood, other classes, and Sapan-wood.	Do. do.	11 „
Sugar	Bags	20 „
Tallow	Casks and cases	18 „

Goods.	Packages.	To the ton.
Tea	Chests	50 cubic feet.
Do. refuse	Bags	17 cwt. net.
Timber (all kinds), square logs or planks	.. .. ..	50 cubic feet.
Do. round logs	.. .. ..	50 ,,
Do. otherwise	.. .. ..	20 cwt. net.
Trichy, Phosphates	Bags	20 ,,
Turmeric	Bags	14 ,,
Wheat	Bags	20 ,,
Do.	Mooras	18 ,,

Horns, Oil Breakers, Hides (loose), and all packages not exceeding 56 lbs. gross, may be taken as broken stowage at half freight.

INCOME TAX: See India.

CRONSTADT-RIGA-MEMEL/UNITED KINGDOM, CONTINENT, ETC.

Deals, Battens, and Boards: Formerly fixed on the "Russpruss" Charter (documentary form), but practically all such cargoes from the Baltic, Gulf of Finland, and Gulf of Riga are now fixed on the "Scanfin, 1924," conditions of charter.

DANUBE/UNITED KINGDOM, CONTINENT.

Deals, Battens, and Boards: Fixed on "Scanfin, 1924," Charter (documentary form). Freight paid per St. Petersburg Standard Hundred of 165 c.ft.

Grain, etc.: Fixed on "Dancon" Berth Contract (documentary form) or The 1890 Danube Charter-party (documentary form).

Freight paid according to the following scale of units for freight :—

	English lbs.		Kilogrammes.
Wheat, Maize, Peas, Beans, Millet-seed	2,240	or	1,015
Rye, Dari, Canary-seed	2,220	,,	1,006
Linseed, Rape-seed	2,170	,,	983
Dodder, Cameline	2,100	,,	951
Barley, Mustard-seed, Sesame	2,050	,,	929
Hemp-seed	1,800	,,	815
Oats	1,600	,,	725
Poppy-seed	1,400	,,	634

DANUBE/UNITED KINGDOM, CONTINENT, MEDITERRANEAN, EAST AND PLATE.

TIMBER (Sawn Wood—square pieces, long thick planks, and assorted small pieces): Fixed on adapted " Dancon " Berth Contract. Freight paid per wagon load of 22 cubic metres. Deck cargo, but not exceeding 30 per cent. of the total cargo. A wagon load weighs approximately 11 tons. 304 wagon loads are about the equivalent of 1,400 standards. Sometimes fixed on a lump-sum basis.

DANZIG/UNITED KINGDOM, CONTINENT.

WOODPULP : Freight paid per intaken ton of 2,240 lbs. or 1,015 kilos, the measurement of which is defined in the charter-party as being either 50, 55, or 65 c.ft.

For further particulars see under " Baltic."

ENGLAND (EAST COAST) AND SCOTLAND/CONTINENT.

HERRINGS (in barrels) : Freight paid per barrel, each measuring 9 c.ft. and stowing about 6¼ barrels to the ton. Frequently Charterers stipulate for not more than seven tiers (or even five) and also at times will not allow a deck cargo.

Deck cargo should be carried at Charterers' risk. Apart from the risk of loss through stress of weather, damage and deterioration is likely to be caused by sea-water.

FINLAND/UNITED KINGDOM, CONTINENT.

D.B.B., ETC.—See BALTIC.

GREECE/UNITED KINGDOM, CONTINENT.

CURRANTS : Freight usually paid on lump-sum basis, with Charterers paying cost of loading and all port charges and expenses (excepting agencies) at port or ports of loading.

INDIA/UNITED KINGDOM, CONTINENT, ETC.

INCOME TAX: RULING OF THE INDIAN CENTRAL BOARD OF REVENUE AND OF SECTION 44A REFERRED TO IN IT.

Some doubt has been felt as to the scope of Section 44a of the Income Tax Act, 1922, as amended by Act XXVII of 1923. The Board is now advised that only one person can be taxed under Chapter VA in respect of a particular ship picking up passengers, live stock or goods at ports in British India, and that person is the Owner or Charterer, as the case may be, *i.e.*, whoever of the two causes the ship to be picking up passengers, live stock or goods in such ports, for he is the person who is carrying on business in British India.

From this it follows that (1) when the Owner and Charterer are both non-resident, the Owner cannot be held to be a person who carries on business in British India as the Owner of the ship. It is the Charterer alone who carries on such business, and the Charterer can alone be taxed. (2) When the Charterer is resident in India or has a resident agent, but the Owner is a non-resident and has no resident agent through whom he could be taxed in the ordinary way, the Owner cannot be held to be a person who carries on business in British India as the Owner of the ship, and therefore cannot be taxed. Thus a non-resident Owner can only be taxed under Chapter VA when he sends his steamer to India, without chartering it to anybody else, and also has no resident agent through whom he can be taxed in the ordinary way.

44A. "The provisions of this Chapter shall, notwithstanding anything contained in the "other provisions of this Act, apply for the purpose of the levy and recovery of tax in the case "of any person who resides out of British India and carries on business in British India "in any year as the Owner or Charterer of a ship (such person hereinafter in this Chapter "being referred to as the principal), unless the income tax officer is satisfied that there is an "agent of such principal from whom the tax will be recoverable in the following year under "the other provisions of this Act."

From this it appears to have been ruled that there is no liability to Indian Income Tax on the part of a non-resident owner of a tramp loading under a Charter-party, *i.e.*, not loading on the berth.

There is a clause in some Indian Charter-parties stipulating that steamer pays Income Tax, upon which Charterers insist, which is contrary to the above decision.

The tax at present amounts to 1½ annas per rupee on 5 per cent. of the gross freight.

JAVA/UNITED KINGDOM, CONTINENT, ETC.

When cargoes are fixed otherwise than on a d.w. basis, the following scale applies :—

JAVA TONNAGE SCALE.

Arrack	252 old galls., delivered.
Camphor	15 cwt., net weight delivered.
Canes, Malacca	6,000
Cassia, Fistula	10 cwt., net weight delivered.
Do. Lignea	8 „ „ „ „
Do. Vera	12 „ „ „ „
Cinnamon	8 „ „ „ „
Cloves	16 „ „ „ „
Cochineal	20 „ „ „ „
Coffee	18 „ „ „ „
Copra	20 „ „ „ „
Copper	20 „ „ „ „

Cubebs	..	..	..	..	..	16	cwt.,	net	weight delivered
Drugs, not rated	..	..	..	..	..	16	,,	,,	,, ,,
Dyewoods	..	..	..	..	..	20	,,	,,	,, ,,
Ebony	..	..	..	..	..	20	,,	,,	,, ,,
Gambier	..	..	..	..	..	20	,,	,,	,, ,,
Gum Benjamin	..	..	..	..	..	20	,,	,,	,, ,,
Do. Damar	..	..	..	..	..	20	,,	,,	,, ,,
Do. Copal	..	..	..	..	..	20	,,	,,	,, ,,
Gutta-percha	..	..	..	..	..	20	,,	,,	,, ,,
Hides	..	..	..	..	..	16	,,	,,	,, ,,
Horns	..	..	..	..	..	20	,,	,,	,, ,,
India-rubber	..	..	..	..	..	20	,,	,,	,, ,,
Indigo	..	..	..	..	..	15	,,	,,	,, ,,
Kapok	..	..	..	..	..	15	,,	,,	,, ,,
Mace	..	..	..	..	..	8	,,	,,	,, ,,
Mother-of-Pearl	..	..	..	..	..	20	,,	,,	,, ,,
Nutmegs	..	..	..	..	..	15	,,	,,	,, ,,
Paddy	..	..	..	..	..	20	,,	,,	,, ,,
Pepper, black	..	..	..	..	..	16	,,	,,	,, ,,
Do. white	..	..	..	..	..	18	,,	,,	,, ,,
Do. long	..	..	..	..	..	12	,,	,,	,, ,,
Rattans	..	..	..	..	..	20	,,	,,	,, ,,
Rice	..	..	..	..	..	20	,,	,,	,, ,,
Sago Flour	..	..	..	..	..	20	,,	,,	,, ,,
Do. Pearl	..	..	..	..	..	20	,,	,,	,, ,,
Do. Brown	..	..	..	..	..	16	,,	,,	,, ,,
Sugar	..	..	..	..	..	20	,,	,,	,, ,,
Tamarinds	..	..	..	..	..	16	,,	,,	,, ,,
Tea	..	..	..	..	..	12	,,	,,	,, ,,
Tortoise Shells	..	..	..	..	..	20	,,	,,	,, ,,
Tin	..	..	..	..	..	20	,,	,,	,, ,,
Tobacco	..	..	..	..	..	15	,,	,,	,, ,,
Turmeric	..	..	..	..	..	16	,,	,,	,, ,,

Goods not enumerated, 50 cubic feet. If heavy, at the before-mentioned rates, according to species.

N.B.—The above cargoes are practically all taken by liners. Almost the only cargo available for "tramp" tonnage is full cargoes of sugar in the Java season, say, July, August, September, and October.

KARACHI/UNITED KINGDOM, CONTINENT, ETC.

When cargoes are fixed otherwise than on a d.w. basis, the following scale applies :—

Articles.	Steamers—to the ton.
Aloes, in kegs	40 feet.
Alum, in bags	16 cwt.
Annotto, in cases	40 feet.
Apparel	40 ,,

Articles.	Steamers—to the ton.
Arrowroot, in cases	40 feet
Assafœtida, in cases	40 „
Bajree, in bags	18 cwt.
Barilla	16 „
Barley, in bags	16 „
Beeswax, in cases	40 feet.
Betel-nut, in bags	13 cwt.
Blackwood, in straight square logs	40 feet.
Do. otherwise	16 cwt.
Bone-meal and Bone-dust	20 „
Bones, crushed, in bags (as per standards preserved by the Chamber)	17 „ 15 „ 14 „
Bones, loose	8 cwt.
Books	40 feet.
Borax, in cases	40 „
Do. in bags	16 cwt.
Bran, in bags (pressed), $45\frac{1}{2}'' \times 25''$, not less than 140 lbs.	10 „
Bran, in bags (unpressed)	9 „
Buffalo Horns, in bundles	6 „
Bullion	per cent.
Camphor, in cases	40 feet.
Canes or Rattans, in bundles	13 cwt.
Cardamoms, in bundles	40 feet.
Cassia Lignea, Fistula and Buds	40 „
Chasum	8 cwt.
China Root, in cases	40 feet.
Cigars	40 „
Cinnamon, in bales	—
Do. in cases	40 feet.
Cloves, in cases	40 „
Do. in bags or frazils	8 cwt.
Coals	20 „
Cocoa, in bags	10 „
Coculus Indicus, in bags	13 „
Coffee, in cases	40 feet.
Coffee, in bags or frazils	12 cwt.
Coir, in bales	40 feet.
Do. in bundles or loose	5 cwt.
Coir Rope, in coils	40 feet.
Colocynth, in cases	40 „
Colombo Root, in bags	8 cwt.
Copra, in robbins	8 „
Do. in bags	—
Do. cut, in bags	11 cwt.
Coral, rough (not specimen), in bags	16 „
Cotton-seed	13 „
Do. in bales	40 feet.
Cowries, in cases	40 „
Do. in bags	16 cwt.
Cubebs	10 „
Cumin-seed, in cases	40 feet.
Cutch or Terra Japonica, in bags or baskets, unscrewed	13 cwt.

Articles.	Steamers—to the ton.
Cylindrical Packages, Rolls, etc.—For the calculation of the cubical contents of cylindrical packages, etc., the following formula is used, viz., the square of the diameter is multiplied by the length and one-fifth deducted from the product.	40 feet.
Dates, wet	16 cwt.
Do. dry	13 „
Dhall, crushed or split, in bags	17 „
Dragon's Blood, in cases	40 feet.
Ebony, square and straight	40 „
Do. otherwise	16 cwt.
Elephants' Teeth, in cases	40 feet.
Do. in bundles	14 cwt.
Do. loose	16 „
Fennel-seed	10 „
Fenugreek or Methey-seed	17 „
Fishmaws (or Isinglass), in cases	40 feet.
Flour	18 cwt.
Do. Middlings or Sharps, in bags	12 „
Furniture	40 feet.
Galingals	10 cwt.
Galls, in bags	13 „
Do. in cases	40 feet.
Ghee, in dubbas or casks	40 „
Ginger, dry, in cases	40 „
Do. in bags	10 cwt.
Gram	18 „
Ground-nuts, shelled	13 „
Do. unshelled	6 „
Gums of all kinds, in cases	40 feet.
Gum Olibanum, in bags	13 cwt.
Hurtall, in cases	40 feet.
Hemp, in screwed bales	40 „
Do. loose or in bundles	5 cwt.
Hides and Skins, in screwed bales	40 feet.
Do. loose and in small bundles	40 „
Horns, Buffalo and Cow, loose	13 cwt.
Do. Deer, loose	6 „
Horn Tips of any kind, and Hoofs	13 „
Indigo, in cases	40 feet.
Iron, old or scrap	20 cwt.
Iron or Steel Rails	20 „
Jackwood	40 feet.
Jaggery	18 cwt.
Jowari, in bags	18 „
Lac Dye, in shells or cases	40 feet.
Lac (Seed), in bags	13 cwt.
Lang, in bags	18 „
Do. crushed, or dholl	17 „
Linseed, in bags	16 „
Mace, in cases	40 feet.
Maize, in bags	17 cwt.
Mother-of-Pearl, in cases	40 feet.
Do. in bags	16 cwt.

Articles.	Steamers—to the ton.
Mowra Flowers	18 cwt.
Do. Seed, in bags	13 „
Munjeet or Madder Root, in cases or bales	40 feet.
Do. do. in bundles or bags	8 cwt.
Musk, in cases	40 feet.
Mussor, in bags	18 cwt.
Mutter	18 „
Myrabollams, in bags	13 „
Niger-seed	14 „
Nutmegs, in cases	40 feet.
Nux Vomica, in cases	40 „
Do. in bags	13 cwt.
Oil, of any kind, in casks	40 feet.
Oilcakes, in cakes or lumps (in bags)	16 cwt.
Oil-seeds :—	
Castor-seed	14 cwt.
Teel or Gingelly-seed	15 „
Rape-seed, Sita, Jamba, and other kinds	16 „
Mustard-seed	16 „
Khorassan	16 „
Opium	per chest.
Paddy, in bags	13 cwt.
Pepper, in bags	13 „
Pimento	12 „
Plumbago, in bags	16 „
Poppy-seed, in single bags (1½ cwt.)	13 „
Do. do. (1¼ cwt.)	14 „
Do. in double bags (1¼ cwt.)	14 „
Do. in bags (1½ cwt.)	14 „
Rails, Iron or Steel	20 „
Rattans, in bundles	13 „
Do. ground	13 „
Red Wood	13 „
Rhubarb, in cases	40 feet.
Rice, in bags	18 cwt.
Safflower, in cases	40 feet.
Do. in screwed bales	40 „
Do. in bags..	8 cwt.
Sago, in cases	40 feet.
Sal-ammoniac, in cases	40 „
Do. in bags	15 cwt.
Salt	28 Indian maunds of $82\frac{2}{7}$ lbs.
Salt Fish	14 cwt.
Saltpetre	20 „
Sandal and Sapanwood	11 „
Sealing Wax, in cases	40 feet.
Senna, in bags	5 cwt.
Do. in bales	40 feet.
Shells, rough, in bags	16 cwt.
Silk, in bales	8 „
Do. in cases	40 feet
Soap, in cases	40 „

Articles.	Steamers—to the ton.
Sugar, in bags	19 cwt.
Talc	16 „
Tallow	40 feet.
Tamarind	15 cwt.
Tanned Skins, in bundles	8 „
Do. in pressed bales	40 feet
Tea, in chests	40 „
Timber, Teak, square planks and poon	40 „
Do. do. round (one-fifth off)	—
Tobacco, in bales	40 „
Tortoise Shells, in chests	40 „
Turmeric, in bags	11 cwt.
Tutenague	16 „
Unrated Wood	11 „
Whanghees (*vide* Canes)	13 „
Wheat	18 „
Wines and Spirits, in casks	40 feet.
Do. in cases	40 „
Wool, in screwed bales	40 „
Zedoary	16 cwt.

INCOME TAX.—See India.

MADRAS/UNITED KINGDOM, CONTINENT, ETC.

When cargoes are fixed otherwise than on a d.w. basis, the following scale applies :—

Articles.	Cwts. per ton net.	Cubic feet per ton.
Aloes, in bags	20	—
Do. in boxes	20	—
Alum	20	—
Aniseed	8	—
Arrowroot, in cases	—	50
Assafœtida, in bags	20	—
Do. in boxes	20	—
Apparel	—	50
Bark, in bags	8	—
Barilla	20	—
Beeswax	20	—
Betel-nut	18	—
Books	—	50
Borax or Tincal	20	—
Do. in cases	—	50
Brimstone	20	—
Bullion	at per cent.	
Cake Lac, in bags	16	—
Camphor, in cases	—	50

Articles.	Cwts. per ton net.	Cubic feet per ton.
Cardamoms, in robbins	8	—
Do. in boxes	—	50
Do. in bags	10	—
Cassia, all sorts	—	50
Castor-seed	15	—
Chillies, in bags	12	—
Chillies, in robbins	14	—
China Root, in bags	11	—
Do. in boxes	—	50
Chiretta	—	50
Cigars	—	50
Cloves, in bags	8	—
Do. in chests	—	50
Coals	20	—
Cochineal	—	50
Coffee, in bags	18	—
Do. in robbins and casks	16	—
Do. in cases	17	—
Coir Yarn and Fibre, screwed bales	—	50
Do. Do. in bundles and dholls	10	—
Copra, in bags	12	—
Do. do. each cup cut in four pieces	14	—
Coriander-seed	12	—
Cotton, in bales	—	50
Do in piece-goods	—	50
Do. in yarn	—	50
Cowries	20	—
Cutch, in bags	17	—
Dates, wet	20	—
Do. dry	16	—
Dhall	20	—
Elephants' Teeth, in bulk	16	—
Do. in cases	—	50
Fenugreek-seed	16	—
Furniture	—	50
Garlic and Onions	12	—
Ginger, in bags or bales	12	—
Do. in cases	—	50
Gingelly-seed	17	—
Gram	20	—
Ground-nuts, in shells	12	—
Do. shelled	16	—
Gums, in cases, not enumerated	—	50
Gunny Bags	—	50
Do. Cloth	—	50
Gunjah	—	50
Hemp, in bales	—	50
Hides	—	50
Hoofs, Horn Shavings, and Tips	20	—
Horns, Cow and Buffalo	20	—
Do. Deer	16	—
Indigo	—	50
Jute, in bales	—	50

Articles.	Cwts. per ton net.	Cubic feet per ton.
Lac Dye	— ..	50
Lard	— ..	50
Linseed	18 ..	—
Mace, in cases	— ..	50
Machinery	20 ..	—
Metals	20 ..	—
Myrabollams	17 ..	—
Molasses	20 ..	—
Mother-of-Pearl, in bags	20 ..	—
Do. in chests	20 ..	—
Munjeet	— ..	50
Mustard-seed	18 ..	—
Niger-seed	17 ..	—
Nutmegs, in chests	— ..	50
Nux Vomica, in bags or cases ..	16 ..	—
Oats	12 ..	—
Oil, in cases	20 ..	—
Oil, in casks	210 imperial gallons	
Olibanum	18 ..	—
Paddy, in bags	15 ..	—
Palmyra Fibre	— ..	50
Pease	20 ..	—
Pepper, in bags	16 ..	—
Planks and Deals	— ..	50
Poonac	20 ..	—
Poppy-seed	15 ..	—
Putchuk	10 ..	—
Rape-seed	18 ..	—
Raw Silk, in bales	10 ..	—
Rattans	20 ..	—
Redwood for dunnage	20 ..	—
Rhea, in bales	— ..	50
Rice, in bags	20 ..	—
Roping, in coils	— ..	50
Do. lines and twines, in bundles	14 ..	—
Do. Coir, in coils	10 ..	—
Rum, in casks	210 imperial gallons	
Safflower, in bales	— ..	50
Sago, in cases	— ..	50
Sal-ammoniac, in bags	15 ..	—
Do. in cases	— ..	50
Saltpetre	20 ..	—
Salt	20 ..	—
Sapanwood	20 ..	—
Sharks' Fins	16 ..	—
Sealing Wax, in cases	— ..	50
Seed Lac, in cases	— ..	50
Do. in bags	16 ..	—
Senna, in bales	— ..	50
Sarsaparilla	— ..	50
Shells, rough, in bags	20 ..	—
Shellac, in cases	— ..	50
Do. in bags	16 ..	—

Articles.	Cwts. per ton net.	Cubic feet per ton.
Silk Piece-goods	— ..	50
Skins	— ..	50
Soap, country, in cases	— ..	50
Do. in bags	15 ..	—
Do. in bars	20 ..	—
Stick-lac, in cases	— ..	50
Do. in bags	16 ..	—
Sugar, including Jaggery, in bags ..	20 ..	—
Tallow, cases or casks	20 ..	—
Talc	20 ..	—
Tamarind, in cases or casks ..	20 ..	—
Tapioca	— ..	50
Tea, in chests	— ..	50
Timber	— ..	50
Tobacco, in bales	— ..	50
Tortoise Shell, in chests	— ..	50
Turmeric, in bags	14 ..	—
Wheat	20 ..	—
Wool, in bales	— ..	50
All other articles not enumerated, in bales or cases	— ..	50

The following articles are to be measured before shipment, at the press, go-down, or on the beach, at the option of the Shipper, and the measurement is to be entered on the face of the Bill of Lading :—Coir, in bales, cotton, gunjah, hemp, jute, munjeet, Palmyra fibre, senna leaf, wool, and sarsaparilla.

In measuring, the callipers are to take in the rope or iron hoop on the one side of the bale, and leave it out on the other. Half-inches are to be given and taken alternately. Ten bales per cent. as a maximum are to be measured, a moiety to be chosen by the Shipper, and a moiety by the ship ; and, in the event of any dispute arising, the bales are to be measured by a surveyor to be appointed by the Chamber of Commerce. The Surveyor's decision to be final, and his fee to be five rupees, one-half to be borne by each party. All other goods to be measured at port of discharge.

INCOME TAX.—See India.

MALABAR COAST—See Cochin.

MAURITIUS, ETC./INDIA, ETC.

Sugar : Freight paid (*a*) per ton of 2,240 lbs.
(*b*) per bag weighing approximately 75 kilos (about $13\frac{1}{3}$ to $13\frac{1}{2}$ to the ton).

„ (Molasses) : Freight paid per tierce (380 kilos).

MEMEL/UNITED KINGDOM, CONTINENT.

DEALS, BATTENS AND BOARDS.—See CRONSTADT.

NEWFOUNDLAND/UNITED KINGDOM, CONTINENT.

PITPROPS.—See BALTIC. Terms and conditions are similar to Baltic, excepting that Charterers frequently agree to free load, free port charges at Newfoundland, and free discharge.

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NEW ZEALAND/AUSTRALIA, ETC.

KAURI PINE : Freight paid per mille (1,000 superficial feet or 83⅓ c.ft.). A mille of Kauri Pine weighs about 33½ cwt.

NORWAY/CONTINENT.

HERRINGS (in barrels).—See ENGLAND AND SCOTLAND/CONTINENT.

These barrels are smaller than those shipped from England and stow about 7½/8 to the ton.

PENANG.—See SINGAPORE.

PHILIPPINES/UNITED KINGDOM, CONTINENT, ETC.

COPRA : Freight paid in lump sum on a d.w. basis.

PORTUGAL/UNITED KINGDOM, STATES, ETC.

CORK SHAVINGS, ETC. : Freight paid (1) per 225 c.ft. landed measurement under and on deck ; or (2) per ton of 20 cwt. Sometimes deck cargo at half freight.

Cargo is composed of hydraulic pressed bales stowing approximately in 2/225 c.ft. bale space. (It is advantageous to fix on a lump-sum basis.) Secure Gold Decree Clause.

RIGA/UNITED KINGDOM, CONTINENT.

DEALS, BATTENS AND BOARDS.—See CRONSTADT.

RUSSIA (BLACK SEA)/UNITED KINGDOM, CONTINENT.—See Black Sea.

SCANDINAVIA AND FINLAND/UNITED KINGDOM, CONTINENT, ETC.

DEALS, BATTENS, BOARDS, ETC.—See BALTIC.

SICILY/UNITED KINGDOM, CONTINENT.

FRUIT AND GENERALS : Freight paid per 100 c.ft. hold space. See Fruit, Spain.

SINGAPORE AND PENANG/UNITED KINGDOM, CONTINENT, ETC.

When cargoes are fixed otherwise than on a d.w. basis, the following scale applies :—

SINGAPORE AND PENANG NEW STEAMER TONNAGE SCALE.

	Deadweight.	One ton.
Alum, in bags	.. ..	20 cwt.
Antimony Ore	.. ..	20 „
Arrowroot, in bags	.. ..	20 „

	One ton.
Beeswax, in bags	20 cwt.
Do. in cases	50 cubic feet.
Camphor	50 „ „
Coffee, in bags	16 cwt.
Cowries, in bags	20 „
Do. in cases	50 cubic feet.
Cutch, in boxes	18 cwt.
Gambier, ordinary screwed	20 „
Do. screwed cubes, in bales	16 „
Gram	20 „
Gum Benjamin, block, in cases	20 „
Gum Copal, in bags	18 „
Metals	20 „
Rice	20 „
Sago, Pearl in bags	18 „
Sago Flour	20 „
Saltpetre	20 „
Sugar, in bags or baskets	20 „
Tallow, in casks or cases	50 cubic feet.
Do. in tins	20 cwt.
Tapioca, Flake	14 „
Do. Pearl	18 „
Do. Flour	20 „
Tin Ore	20 „

Light Freight.

	One ton.
Arrack, in casks	50 cubic feet.
Arrowroot, in boxes	50 „ „
Betel-nut, in bags..	14 cwt.
Borneo Rubber, in baskets	12 „
Do. in cases	50 cubic feet.
Canes, Malacca	1,200 in number.
Do. other kinds	1,000 „
Cardamoms, in bags	12 cwt.
Do. in cases	50 cubic feet.
Cassia Buds	50 „ „
Cassia, in cases	50 „ „
Do. in bundles	50 „ „
Cigars	50 „ „
Cloves, in bags	10 cwt.
Do. in cases	50 cubic feet.
Clove Stems, in bags	8 cwt.
Copra	12 „
Cordage	50 cubic feet.
Cotton	50 „ „
Cubebs	8 cwt.
Cubeb Stems, in bags	8 „
Dragon's Blood	50 cubic feet.
Elephants' Teeth	15 cwt.
Fish Maws, in cases	50 cubic feet.
Gambier, unscrewed, in bags	10 cwt.
Do. in baskets	8 „

Gamboge, Gum Arabic, Gum Benjamin, loose in cases Gum Copal, Gum Damar, in cases	One ton. / 50 cubic feet.
Gutta-percha, loose	12 cwt.
Do. in bags or baskets	12 „
Do. in cases	50 cubic feet.
Hemp, in bales	12 cwt.
Hides, Buffalo, in bales or loose	10 „
Do. do. tanned	12 „
Do. Cow	12 „
Horns, Buffalo, in baskets	7 „
Do. loose	9 „
Illipe Nuts	12 „
India-rubber, in baskets	10 „
Do. in cases	50 cubic feet.
Mace and Nutmegs, in cases	50 „ „
Oil	50 „ „
Paddy	12 cwt.
Patchouli, in bales	50 cubic feet.
Pepper, Black	12 cwt.
Do. Long	10 „
Do. White	14 „
Piece-goods	50 cubic feet.
Rattans	7 cwt.
Rum, in casks	50 cubic feet.
Sago, in boxes	50 „ „
Sandalwood	8 cwt.
Sapanwood	8 „
Shells, Green Snail, in baskets	8 „
Do. M.-O.-P. „	18 „
Do. other kinds, „	10 „
Do. in cases	50 cubic feet.
Silk, Raw	50 „ „
Stick-lac, in cases	50 „ „
Sugar Candy	50 „ „
Tapioca, in boxes	50 „ „
Tea	50 „ „
Teel-seed	14 cwt.
Tobacco	50 cubic feet.
Tortoise Shell	50 „ „

Dunnage and broken stowage in all cases, 20 cwt.

Freight payable on net weight delivered or measurement delivered.

N.B.—Practically the whole of the freight requirements from this district is shipped by liners on berth terms.

SPAIN/UNITED KINGDOM, STATES, ETC.

CORK SHAVINGS, ETC. : Freight paid per ton of 20 cwt. Sometimes deck cargo at half freight. Cargo in hydraulic pressed bales stowing approximately in 2/225 c.ft. bale space. (It is advantageous to fix on a lump-sum basis.)

SPAIN/UNITED KINGDOM, CONTINENT.

ESPARTO GRASS : Freight paid per ton of 20 cwt. Sometimes deck cargo at half freight. As the quantity of cargo carried is dependent upon the favourable or indifferent pressing and stowing of the bales, it is suggested that it would be advisable to fix on a lump-sum basis.

FRUIT : Freight paid per 100 c.ft. hold space.

Cargo is frequently loaded in the bunker, poop, and bridge spaces, Freight should also be paid for such spaces, otherwise steamer will have to pay loading costs, dues and discharging costs on this part cargo without remuneration.

If a steamer is placed on berth, which sometimes is preferable, the freight is paid on the number of cases, barrels, or packages carried.

Barrels of Grapes occupy 3.70 c.ft.

Cases of Oranges ~~or Onions~~ vary 8/9 c.ft.

~~Half~~-cases of ~~Oranges or~~ Onions vary 5/5½ c.ft.

Cooperage at port or ports of loading should be for account of shippers.

N.B.—VALENCIA. Shipments are heaviest between the months of November and April, and this port is much too small to accommodate the tonnage during this period, and in consequence steamers are detained in Valencia Roads until a loading berth is available, no time counting until steamers actually arrive in the harbour, and in a loading berth. Steamers have been delayed 20/30 days waiting for a berth, without any time counting or demurrage being incurred.

Recently a steamer, fixed to load a cargo of fruit, after lying in the roads, off Valencia (the first loading port), for ten days, was cancelled, Charterers contending that the steamer was not in free pratique and ready to load.

SULINA AND KUSTENDJE/UNITED KINGDOM, CONTINENT.

GRAIN, ETC. : Fixed on the " Sulcon " Berth Contract (documentary form). Freight paid according to the following scale of units for freight :—

	English lbs.		Kilogrammes.
Wheat			
Maize			
Peas	2,240	or	1,015
Beans			
Millet-seed			
Rye			
Dari	2,220	,,	1,006
Canary-seed			

	English lbs.		Kilogrammes.
Linseed	2,170	or	983
Rape-seed			
Dodder	2,100	„	951
Cameline..			
Barley	2,050	„	929
Mustard-seed			
Sesame			
Hemp-seed	1,800	„	815
Oats	1,600	„	725
Poppy-seed	1,400	„	634

SWEDEN (Gulf of Bothnia)/U.S.A., ETC.

Woodpulp : Freight paid per ton of 1,015 kilos, which according to a charter stipulation measures 50-55 c.ft. Same to be shipped under deck.

A cargo loaded in March, 1925, actually occupied 58 c.ft. bale space to the ton. For further particulars, see under "Baltic."

TRIESTE/UNITED KINGDOM, CONTINENT.

Timber : Freight paid per wagon load of 22 cubic metres.—See Danube.

TRIPOLI/ UNITED KINGDOM.

Esparto Grass.—See Spain.

TUNISIA/UNITED KINGDOM.

Esparto Grass.—See Spain.

DEALS, BATTENS, AND BOARDS: Fixed on "Merblanc" Charter (documentary form). Freight paid per St. Petersburg Standard Hundred of 165 c.ft.

Bristol Channel importers of sawn wood, however, when fixing tonnage, always insist on the "Ascumo" form of charter, which is not approved by the Documentary Committee.

HEWN BAULKS.—See BALTIC.

KAPPBAULKS.—See BALTIC.

PITPROPS, ROUNDWOOD, ETC.—See BALTIC.

SLEEPERS.—See BALTIC.

NOTES ON VARIOUS CARGOES.

"BACKLETTERS."

Notes on Various Cargoes.

AMMONIA, SULPHATE OF.—A vessel having discharged a cargo of sulphate of ammonia was about to load a cargo of wheat, but her holds were considered unsuitable. The master thereupon had same whitewashed to ensure cleanliness, and the cargo was loaded. On arrival at the port of discharge, however, it was found that the whole of the wheat cargo was tainted, and it was proved that the lime applied to the holds, with sulphate of ammonia adhering, occasioned a chemical action which emitted acrid fumes.

CARGOES LIABLE TO SPONTANEOUS COMBUSTION.

COAL (INDIAN).—According to the Insurance warranties, a vessel is not permitted to carry Indian coal as cargo between 1st March and 30th June, owing to this probability.

COPRA.—This cargo is not more liable to fire than many other cargoes, but the Board of Trade have recommended the following when loading :—

(*a*) Shippers should take care that not only the bags or mats, if any, in which it may be shipped are dry, but that the copra itself is as free as possible from moisture.

(*b*) Masters and officers should reject any damp copra and/or bags or mats.

(*c*) The copra if carried in a lower hold should not be stowed up against a bulkhead liable to heat.

(*d*) Efficient ventilation should be provided, and where large quantities are carried, temperature should be taken night and morning and record kept.

(*e*) The openings of ventilators should be protected with fine gauze or other contrivance, to minimize the risk from sparks.

(*f*) Smoking and the use of naked lights in holds or near open hatches should be strictly prohibited.

HEMP, JUTE, OILCAKE, AND SULPHUR.—All these cargoes are liable to spontaneous combustion, but the danger can be eliminated to a great extent if special care is taken that the cargo is in proper condition to make the voyage, dry, and that it is stowed away from heat.

CARGOES—DANGER OF SHIFTING.

The undermentioned cargoes are particularly liable to shift, and proper care should be taken when stowing. The Board of Trade suggest that shifting boards should be fitted fore and aft at the middle line of the ship extending from the keelson, or ceiling, to a reasonable height above the cargo, (say, three feet).

(1) Sludge iron-ore or bog-ore.

(2) Zinc ore—rewashed fines.

(3) Coal, especially anthracite (peas) and small nuts.

(4) Flint stones.

(5) Shingle ballast.

CARGOES CAUSING CORROSION TO VESSELS.

COPPER ORE.—Should this cargo come into contact with the plating of the vessel, especially if the cargo is damp, the corrosion caused is considerable.

MOLASSES.—This cargo is heavy, and when carried in tankers, etc., not built for the trade, stiffening and strengthening is necessary if the vessel is not to be put to any undue strain. But apart from this the greater consideration is the risk of internal corrosion. The cost of upkeep owing to the plates corroding and the effect such cargo has on the rivet heads is considerable.

(On more than one occasion where oil has been carried in a vessel previous to a cargo of molasses, although great care had been taken to see that the holds or tanks were thoroughly clean, evidence of taint from oil was noticeable in the whole cargo.)

SUGAR.—This cargo is generally carried in bags. If leakage occurs and the sugar comes into contact with the internal skin of the ship, it causes corrosion.

GENERAL CARGOES (Unfavourable Cargo Combinations, Etc.)

COKE.—Coke should be loaded in a hold separate from general cargo. Shipped in conjunction with generals it frequently causes tainting.

COMMODITIES WITH PUNGENT ODOUR.—When loading general cargoes, it is well for the Master to ascertain if Charterers intend to ship liquids or goods of any description having a pungent odour or liable to be dangerous to the other cargo when in contact with it. Such cargo should not be shipped.

CUTCH AND GAMBIER.—Although there is no odour attached to these commodities, they melt under the influence of heat and run from the casks in which they are packed.

LIQUIDS.—If casks or cases show signs of being leaky or defective, same should be refused and not stowed.

FLOUR AND TARRED ROPES.—Tarred ropes carried in the same hold as flour tainted the flour.

STEEL BILLETS AND OIL.—The presence of oil on steel billets may be very detrimental to the subsequent treatment for the purpose of rolling in the process of making tin-plates.

KAINIT.—Should water come into contact with this cargo, it solidifies to such an extent that on one occasion it had to be blasted out of the vessel's hold.

ONIONS.—When part or whole cargoes of onions are shipped, Owners should invariably insist on the following clause :—

" It is specially agreed that no liability for loss of or damage to and/or deteriora-
" tion in onions shall attach to the Master and/or Owner of the vessel, even if
" such loss, damage, and/or deterioration result from a cause for which, but for
" this special agreement to the contrary, the vessel would have been liable. The
" Charterers hereby undertake the responsibility that all Bills of Lading issued
" in respect of cargoes shipped under this contract shall contain this clause."

PITCH IN BULK.—The Chamber of Shipping advises that pitch shipped in bulk lies in the holds in mounds, and settles down while in a viscous state, with the result that a considerable strain is brought to bear on certain parts of the vessel's structure. It has been found that the hold stanchions have been considerably bent, the tunnel sides and the end of the thrust recess set in, the brackets and the stringers bent, hold beams frequently bent, and in vessels having 'tween-decks the hatch webs and fore and afters of the lower deck hatchways carried down into the hold and distorted. On the lowering of the temperature the pitch again solidifies, and has to be broken out by pickaxes, etc., on arrival at destination, and as a consequence, air and sounding pipes and cement chocks in way of the frames are broken. Precautions should be adopted when loading this cargo. It is advisable to whitewash vessel's holds before loading, so that when the pitch is being dug out, it comes off the skin of the ship easily. These cargoes should be loaded in the winter months, and then only to destinations where the weather conditions continue to be cool.

PITCH-PINE LUMBER.—At one time Charterers used to get permission to remove stanchions or supports to the deck to afford better and easier stowage of the cargo under deck, undertaking to wedge or otherwise support the deck and replace the fixtures on completion of discharge at their own expense. Loading a deck cargo under such conditions frequently caused the decks to be badly strained.

SALT.—When loading this cargo, for the protection of the vessel, it is suggested that mats are preferable to separation cloths, and it has been found of advantage to whitewash the holds.

Homeward Plate Grain Charterers have frequently refused the original notice of readiness of vessels that have had the holds washed out after having discharged a cargo of salt, contending that same were not thoroughly dry. Many vessels have missed their homeward charter through Charterers' non-acceptance of vessel, especially on a falling market, with a close cancelling date. Some Charterers decline to charter tonnage that is fixed to load a cargo of salt outwards to the Plate, others are disinterested except at a rate less than the current rate by, say, 6d. or 1/- per ton.

SLEEPERS (CREOSOTED).—This class of cargo, and, in fact, any goods impregnated, should not be carried if grain cargoes, etc., are to be loaded in the immediate future, as the odour adheres for several months.

SULPHUR.—See cargoes liable to spontaneous combustion. When cleaning holds before loading this cargo, it is advisable to use fresh water instead of salt, for the deposit of the latter leads to a production of acid injurious to the steelwork.

"Backletters."

A vessel was chartered on time charter and rechartered from a port in the United States of America to Antwerp to load a part cargo of ore in conjunction with general cargo. On being loaded the ore was wet, yet the Master consented to sign clean Bills of Lading in consideration of Charterers giving a letter of indemnity exonerating him from all responsibility in regard to damage, etc., that might be caused to the general cargo. On the discharge being effected it was found that considerable damage was done to the general cargo by the ore, and a claim made by the Receivers for over 100,000 francs had to be met by the Owners. Such a letter of indemnity has no legal value in Belgium, and, although every effort has been made to induce Time Charterers to admit responsibility, they decline to do so.

In another case, a vessel was loading a cargo of chalk, and at the time it was observed that the bags were not in a good condition, such fact being noted in writing in the Mate's receipt. The Master was induced to sign clean Bills of Lading, the Shippers giving the Master a letter indemnifying him against all claims, etc., that might have to be met. The Receivers made a claim for broken bags and damage and such was paid by the Master. The Master now held the Shippers responsible in accordance with their letter of indemnity, and as they declined to pay, proceedings were instituted against them. The judgment given was that the claim could not be admitted, as the Master, when he signed the clean Bills of Lading, knowing that such was not in accordance with fact, became a party to such illegality.

It certainly appeals to one as a wrongful act for the Master to sign Bills of Lading or other documents which do not contain a just description of the goods or facts, and therefore "Backletters" should not be accepted, for not only is the legality of same doubtful, but it is more than likely that the shippers will repudiate any guarantee or liability contained therein.

CUBIC MEASUREMENTS.

Cubic Measurements, Etc.

NOTE.—The various kinds of Grains, Fruits, Seeds, and Woods, etc., are placed under the respective headings, Grain, Fruit, etc.

	Cubic feet to the ton of 2,240 lbs.
ASPHALT (Gulf of Mexico), in bulk	56
„ „ „ in barrels (each 370 lbs, occupying 10 c.ft.) ..	68
„ „ „ „ „ if space between barrels is filled ..	60
(A maximum of seven tiers is permitted by Charter, each to be dunnaged, therefore it is practically impossible for a single deck steamer to load a d.w. cargo.)	
„ (Trinidad), in barrels, stowing about 5.4 to the ton.. ..	45
BEANS (Sicily)	58
„ (Vladivostock), New Crop, if well stowed, after allowing for dunnage	52/53
„ „ „ „ badly stowed „ „ „	60
BONES, crushed (Plate)	60
BRAN, in bags, provided well filled	110/115
„ compressed, in bales	85
BRICKS, in bulk	20/25
BRIQUETTES, see Patent Fuel.	
CANE JAGGERY (Saigon and Madras Coast)	38

CASE OIL: (1) Low top or low screw case of not exceeding 2 c.ft. Each case contains 10 American gallons. Dimensions, $20\frac{1}{2}''$ × $10\frac{7}{16}''$ × $15''$, gross weight 82/83 lbs, about 26/27 to the ton, occupying, including dunnage, between 2.03 and 2.10 c.ft. when stowed.

A close estimate of a steamer's low top case capacity is obtained by dividing the bale space of a steamer, exclusive of peaks, by 2.05.

(2) High top or high screw case of not exceeding 2 c.ft. Each case contains 10 American gallons. Dimensions, $20\frac{7}{8}''$ × $10\frac{1}{2}''$ × $15\frac{1}{2}''$, stowing about five per cent. in excess of low top cases.

CASKS, Wine (Portugal or Algeria). (As delivered in France) One cask contains about 700 litres, and stows 1.7 c.m. approximately.

CASTOR MEAL	95
CEMENT, in casks	45
„ in bags	38/40

	Cubic feet to the ton of 2,240 lbs.
CHINA CLAY, in bulk	38
„ „ in ½-ton casks	45
CLAY	17/18

COAL.

WELSH.

Admiralty and South Wales Large		42/44
Monmouthshire Large		44/46
Thro' Coals		42/43
Sized Coals (Nuts, Peas, Beans, Grains)	about	50
Smalls		41/43
„ (Washed)		40/41
Duff „		40/41

N.B.—Certain bunker suppliers in North Africa and elsewhere base the ton of Welsh coal on 38 c.ft., which will account for some of the shortage.

COKE—Foundry	80
Furnace..	76/78
Gas	75/76
„ (Swansea)	80/82

The measurement of coke varies according to the amount of moisture contained.

PATENT FUEL	37
„ „ (Ovoids)	55

N.B.—The following are the measurements and weights of the various brands of Patent Fuel :—

CARDIFF—Anchor	12″ × 8½″ × 5½″	Weighs 28 lbs.	
Do.	10″ × 6½″ × 4½″	„ 13 „	
Bute	10″ × 6½″ × 5¼″	„ 14 „	
Crown	10″ × 8″ × 6½″	„ 24½ „	
Star	11″ × 7″ × 7″	„ 22½ „	(10 kilos)
NEWPORT RIVER—Arrow	10″ × 6¾″ × 5½″	„ 15 „	
SWANSEA—Atlantic	10″ × 5½″ × 4″	„ 10 „	
Graigola	9½″ × 5½″ × 4″	„ 9 „	
Pacific	9¾″ × 5⅞″ × 4″	„ 10 „	
Phœnix	12″ × 9″ × 4⅞″	„ 23 „	
Rose	9⅛″ × 5¼″ × 4½″	„ 11 „	
Do.	11½″ × 9¼″ × 5¼″	„ 26 „	
PORT TALBOT—Crown	8¼″ × 6¼″ × 5¼″	„ 12½ „	
ALL SOUTH WALES PORTS: Powell Duffryn	11½″ x 8¾″ x 5″	„ 22½″ „	

	Cubic feet to the ton of 2,240 lbs.
SWANSEA (ANTHRACITE).	
Large	40/42
Cobbles	45/47
Nuts	48
Beans	48
Peas	48
Duff	40/42
Culm	40/42
YORKSHIRE, DERBYSHIRE, AND NOTTINGHAMSHIRE (MIDLAND).	
Hard Screened Steam Coal	47/48
Steam Smalls	46/47
Screened Gas Coal	48/50
Gas Smalls	47/48
Unscreened Coal	46/47
COKE—Foundry .. .. about	75
Furnace .. .. „	80/85
Gas Coke .. .. „	90/95
Cokes vary a good deal according to the ovens from which they come. Gas coke from Birmingham vicinity is said to occupy a space of 120 c.ft. to the ton, and it is therefore imperative at time of fixing to stipulate for the cargo to be composed of either foundry or furnace coke.	
NORTHUMBERLAND.	
Screened	48/50
Smalls	47
Doubles	48/50
Singles	48/50
Unscreened	46/47
DURHAM.	
Screened	48
Unscreened	45/46
Smalls	46/47
Trebles	48/50
Doubles	48/50
Singles	46/47
COKE—(Northumberland and Durham):	
Beehive Foundry	85/90
Brancepeth..	95
Patent Foundry	70/80
Gas	78/80

	Cubic feet to the ton of 2,240 lbs.
SCOTCH.	
Large (Splint and Ell)	48/49
Navigation	43
Screened	47/48
Dross	50
Trebles, Doubles, Singles, Pearls	50/52
Trebles, Washed	49
Singles, Washed	51
Anthracite, Large	43/45
Cannel	48/52
COKE—Furnace	90
Foundry, Beehive	90
Foundry, Patent Oven (average of six shipments)	80
Gas (average of four shipments)	68

In the case of Washed Nuts and Coke of all descriptions, the measurements depend upon the proportion of moisture, which varies greatly.

COFFEE (Brazil), in bags (about 17 to the ton)	60/62
Do. Clean (West Indies, Costa Rica, Colombia), in bags	58/60
Do. Husk ,, ,, ,, ,, ...	90/92
COIR YARN, in bales	190
COKE, see Coal.	
CONCRETE	18
COPRA (Bombay), in bulk	75
CORK SHAVINGS, in bales, hydraulic pressed	2/225
,, GRANULATED, in bags (each about 100 kilos), occupies slightly greater cubic than bales.	

	Cubic feet to the ton of 2,240 lbs.
COTTON (America—Atlantic Ports), high density pressed bales, average weight each 480 lbs., occupying 19/20 c.ft.	100
„ (America—Atlantic Ports), ordinary pressed bales, average weight each 480 lbs.	140/150
„ (America—Gulf Ports), high density pressed bales, average weight 5/530 lbs., occupying 24 c.ft.	100
„ (America—Gulf Ports), ordinary pressed bales, average weight 5/530 lbs, occupying 27/29 c.ft.	130/135
EARTH	24/25
EGGS (Alexandria), in cases. A case occupies 7 c.ft.	

ESPARTO (Algeria)	In bales, first quality		130 (bale).
„ (Hornos or Tripoli), mechanically pressed			130 „
„ „ „ hydraulic „			80 „
„ (South Spain)			130 „
„ (Tunis)			130 „

Second quality requires more space.

FIBRE, VEGETABLE (Algeria), in bales	135
FISH, in casks (Newfoundland).—A cask occupies about 21 c.ft. bale space.	
FISHPLATES	15
FLAX (Baltic), in bales	155
FLOUR (States/Canada), in 50 lb. and 100 lb. bags	46/48
„ „ „ in 200 lb. bags	54
„ „ „ in barrels	60/62
„ (U.K.) in 125/140 lb. bags	50
„ „ in 224/280 lb. sacks	55
„ „ in barrels (217/219 lbs.)	60

	Cubic feet to the ton of 2,240 lbs.
FRUIT, Apples, in barrels, boxes or cases	85/90
„ Currants, Cases	50
„ Casks	55
„ Bags	40
„ Grapes, casks	90/94
„ Oranges and Lemons, cases	85/90
GRAIN—Barley (San Francisco), in bags	58
„ (America), in bulk	58
„ (Black Sea), Heavy, in bulk	53
„ „ Common, in bulk	56
„ „ Light, in bulk	58
„ (Morocco), in bulk	60/64
„ „ in bags	67/70
„ (Smyrna), in bulk	56
Corn (America), in bulk	50
„ „ in bags	57
Maize (Black Sea), in bulk..	48
„ (Sulina) in bags	50/52
„ (Africa), in bags	56/58
„ (Plate) in bags	49
Oats (Plate), Clipped, in bulk	65/68
„ „ Unclipped, in bulk	72/75
„ (America), Heavy Clipped, in bulk	67
„ „ Heavy, in bulk	70
„ (Black Sea), Heavy, in bulk	71
„ „ Common, in bulk..	73
„ „ Light, in bulk	74
„ (Calcutta), in bulk	75
Rye (America), in bulk	50
„ (Black Sea), Heavy, in bulk	46
„ „ Common, in bulk	47
„ „ Light, in bulk	48
„ (Trieste), in bulk	54
Wheat (America), in bulk	45/48
„ „ in bags	53
„ (Black Sea), Heavy, in bulk	42
„ „ Common, in bulk	44
„ „ Light, in bulk	45
„ (Calcutta), in bulk	47
„ (Leningrad), in bulk	45/46
„ „ in bags	45/46 (bale)

	Cubic feet to the ton of 2,240 lbs.
GRAVEL	20
„ Coarse	23
GROUND-NUTS (Africa), Unshelled, stow 10 per cent. in excess of n.r.t. of modern s/s.	1/120
„ „ Shelled, in bags	70/75
„ (India), see Kernels.	
GUANO	42
HAY (Algeria), in bales	2/250 (bale)
„ „ in bales, hydraulic pressed	130/150 „
HEMP (India), well pressed bales	90
„ (Philippines), well pressed bales, each 280 lbs.	96/104
HERRINGS, in barrels	57/60
IRON, Galvanized Corrugated Sheets	36
„ Pig	12/15
JUTE (Calcutta), in bales	57/58 (bale)
„ „ cuttings, rejections, in bales..	59 „
KAINIT, in bulk	34/36
KERNELS, PALM, (West Coast Africa)	65 (bale)
„ (Madras Coast), Shelled	60/62 „
„ „ Unshelled	112/120 „

The loss in weight on cargoes shipped in the earlier part of the season, say October, amounts to about 3 per cent. Cargoes shipped in December or January only lose, it is said, about half per cent. in weight.

LEAD, Pig	7/8
LINSEED (Plate), in bulk	58
„ „ in bags	60
„ (Calcutta)	57
LIQUORICE ROOT (Alexandretta)	80
LOCUST BEANS (Portugal), New Crop, in bulk	80/85
„ „ „ Old Crop, in bulk	90
„ „ (Beyrout), New Crop, in bulk	80/85
„ „ (Cyprus), New Crop, in bulk	80/85

	Cubic feet to the ton of 2,240 lbs.
MALLET BARK, well packed, in bags	90 (bale)
MICA, in cases	60
MOLASSES, in bulk	26
MUD, wet	18/19
NITRATE (W.C. S. America), in bags	33/34 (bale)
OIL, FUEL	39/40
OILCAKE (Black Sea), in bulk	53/60
,, (Marseilles), in bags	52/54
,, (Danube), square cakes, in bulk	75/80
,, ,, oval cakes, in bulk	80/85

Several fires have recently occurred on steamers loaded with oilcake during the fall of 1924. It is said that spontaneous combustion occurs more frequently to cargoes composed of oval cakes.

ONIONS (Alexandria), in cases	80
ORE, Bauxite	27/30
,, Chrome	15/16
,, Copper	15/20
,, Gallivar	12/13
,, Iron (North Spain)	18/25
,, ,, (South Spain)	18/25
,, ,, (North Africa)	20/25
,, Manganese (Vizagapatam)	19/20
,, ,, (Bombay)	17/18
,, ,, (Poti)	22
,, Manganiferous	37
,, Zinc (Vladivostock)	20/25
PAPER (Newfoundland, Canada), in reels	96/100
PATENT FUEL, see Coal.	
PEAT	35
PHOSPHATE (N. Africa), in bulk	23/27
PITCH, in bulk, if well set	45/50
,, ,, if loose as high as	60
,, (Pensacola), in bulk	55/60

	Cubic feet to the ton of 2,240 lbs.
POTATOES, in bags	69/71
QUEBRACHO EXTRACT, in bags	50
RAILS	15
RAPE-SEED (India), in bags	60
RICE (Calcutta) Clean, in bags	45/50
„ „ Coolie, in bags	47/52
„ (Burma), Clean, in bags	47/48
„ „ Rough, in bags	51/52
„ (Saigon), Clean, in bags	a d.w. cargo.
Dirty or cargo rice requires a steamer of 63/65 c.ft. grain space to load a d.w. cargo.	
RICE MEAL, in bags	63
Shipped in conjunction with clean rice should be limited to one-quarter or one-third of total cargo.	
SALT, in bulk	35/37
For the protection of the steamer, it is suggested that mats are preferable to separation cloths, and it has been found of advantage to whitewash steamer's holds.	
SALTPETRE	35
SAND, in bulk	20/23
SEED, Castor-seed (Madras Coast and Saigon), in bags	75 (bale)
„ „ „ (Bombay), in bags	70
„ Cotton-seed (Egypt), New Crop	65
In Egypt there are two qualities which vary considerably in stowage. In December, 1924, the cargo of a steamer fixed with freight payable on the delivered ton stowed at approximately 80 c.ft. to the ton.	
„ Flax-seed (America)	54
„ Gingelly-seed (Madras Coast, Saigon and Bombay), in bags	65 (bale)
„ Linseed (Plate), in bulk	58
„ „ „ in bags	60
„ „ (Calcutta)	57
„ Niger-seed (Madras Coast)	63
„ Poppy-seed (Calcutta)	70
„ Rape-seed (India), in bags	60
„ Sunflower-seed (Trieste)	84
„ „ „ (Odessa)	82

	Cubic feet to the ton of 2,240 lbs.
SHINGLE BALLAST	22
SODA ASH, in bags	35/40
SPELTER	8/10
STONE	12/17
„ Crushed	22/23
„ Caen	17
„ Freestone	16
„ Granite	16
„ Limestone	14
„ Marble	13/17
SUGAR (Java), in baskets	63
„ (Cuba), in sacks of about 3 cwts.	42
„ (Mauritius), in bags	38/42
„ (Alexandria), in bags	48/50
„ (Calcutta), in bags	37
SULPHUR, in bulk	40

To clean holds before loading sulphur it is advisable to use fresh water instead of salt, for the deposit from the latter leads to a production of acid injurious to the steel work.

TIN, BLOCK	7/8
TINPLATES, in cases	25
WATER, Fresh	38
„ Salt	35
WHISKEY, in cases	55/57
WHITENING, in casks	39
WOOD, D.B.B., see Sawn Wood.	
„ Jarrah Wood (Australia). A d.w. cargo, as a load of 50 c.ft., weighs about 33 cwts.	30
„ Okume Wood	100
„ Pitch-pine (Gulf), $3\frac{3}{4}$/4 tons per std. of 165 c.ft.	58/62

To ascertain approximately the below-deck standard capacity of a steamer with moderately clear holds for this class of cargo, divide the cubic measurement bale space by 220.

Cubic feet to the ton of 2,240 lbs.

WOOD, Pitprops.

Freight is usually paid on the intaken piled fathom of 216 c.ft., but lump-sum basis is advisable whenever possible as intakes of this cargo sometimes vary considerably.

A fathom loaded occupies on board about 250 c.ft. bale space. The weight of same varies according to the length of time the wood has been in the water awaiting shipment, say, 2 tons 15 cwts./3 tons 10 cwts. per fathom. A charter stipulation that the props must not exceed 9 feet in length is desirable, in order to ensure good stowage. Sometimes Merchants require 10 per cent. of the cargo up to 13 feet.

,, Pitwood.

The cubic measurement of fresh cut pitwood shipped in France, Spain or Portugal, approximates 68/70 bale space. It is impossible to be definite owing to the various lengths up to 13 feet, and the differences in diameter. Only abnormally good wood carriers can load a d.w. cargo in summer—instances are rare. If the wood has been cut for any length of time the space occupied will be considerably greater.

,, Quebracho Wood (according to the straightness of the wood) .. 65/90

Masters loading this class of cargo are permitted to employ labour to cut the forked branches as grown with the object of securing better stowage. With a deck cargo, good wood carriers have loaded their d.w.

It is advisable, when fixing, to stipulate that Receivers bear the expense of weighing the cargo, as such is very heavy in many ports.

,, Sawn Wood, D.B.B.—A standard of planed boards stows under deck in approximately 200 c.ft.; deals, battens, and scantlings, 2/210 c.ft.; rough boards, 215/225 c.ft.; slatings, 230 c.ft.; and laths, 250/260 c.ft.

,, Sleepers, Hardwood (New South Wales). A d.w. cargo, as a load of 50 c.ft. weighs about 30 cwts.

,, Sleepers (Japan) Ash and Oak Sleepers, Lumber and Logs. A load of 50 c.ft. actually occupies between 73/78 c.ft.

,, Spoolwood.—A standard requires about 230 c.ft. of space (comparing with about 200/205 c.ft. for a cargo of deals) and weighs about $3\frac{3}{8}$ tons. This is shipped under deck, with Owners' liberty to load deals on deck for their own account.

WOOD-PULP (Canada), Wet mechanical pulp, average weight, 5 bales, is 2,287 lbs. 55/58

,, (Sweden), Dry, Chemical sulphite, bleached or unbleached 55/58 (bale)

,, Mechanical .. .. 70/75 ,,

(Cargoes have been known to occupy in exceptional cases a measurement of even 85 c.ft. to the ton.)

Wet, Mechanical ... . 53/58 ,,

WOOL (Plate).—Bales weigh about 1,000 lbs. and measure a little over a cubic metre, averaging 39/40 c.ft. bale space.

,, (Alexandria), pressed bales 180

MEASUREMENTS.

BRITISH & METRIC MEASURES.

DECIMALS OF CWT.

DECIMALS OF £1 STERLING.

Measurements.

Ardeb of 247.6 lbs. Barley, Egypt.
„ 267.0 „ Cotton-seed, Egypt.
„ 307.0 „ Maize, Egypt.
„ 323.9 „ Beans „
„ 307.0 „ Wheat „

Bale, 2 piculs, 266⅔ lbs. Hemp, Philippines.
„ 320 „ Merino Wool, Australian.
„ 330 „ Crossbred Wool, Australian.
„ 390/400 „ Crossbred Wool, New Zealand.

Boatload of 8,000 bushels, 5 per cent., Wheat.
„ 8,500 „ „ „ Corn or Rye.
„ 10,000 „ „ „ Barley, Oats or Buckwheat
„ 8,500 „ „ „ Flax-seed.

Cable Length, 100 fathoms or 600 feet.

Chertwert, 5.755 imperial bushels.

Chertwert of Wheat, 10 poods, Baltic.
„ Oats, 6 „ „
„ Rye, 9 „ „
„ Linseed, 9 „ „
„ Barley, 8½ „ „

Cord of Wood, 128 cubic feet, or 8′ × 4′ × 4′.

Fathom, 6 feet.
„ of Props, 216 cubic feet. (Weight approximately 2 tons 15 cwt. when dry to 3 tons 10 cwt. when wet).

Furnace size, 5′ 6″ × 2′ 6″ × 2′ 3″, Scrap iron, etc.

Gallon, English, 4.54 litres.
„ American, 3.78 „

Keel, about 21⅕ tons.

Last of Salt, 2,125 kilos, Spain.

Load, 50 cubic feet.

Load of Pitwood (U.K.). To ascertain the equivalent in loads of a given number of tons, divide by 5 and add the quotient to the number of tons, *e.g.*—

5) 2,000 tons.
400
2,400 loads.

and to find the number of tons contained in a given number of loads, divide by 6 and deduct the quotient, *e.g.*—

6) 2,400 loads.
400
2,000 tons.

Maund, 25 lbs. Madras.
„ 28 lbs. Bombay.
„ 74.66 lbs. or 33.86 kilos., Factory, Calcutta.
„ 82.28 lbs. or 37.32 kilos, Bazaar, Bengal.

Mile (Nautical—Admiralty measured), 6,080 feet, 1.151 of a statute mile.

Mille of Wood, 1,000 superficial feet ($83\frac{1}{3}$ cubic feet).

Oke, 2.75 lbs., Egypt.

Picul, $132\frac{1}{2}$ lbs., Japan.
„ $133\frac{1}{3}$ „ China Sumatra, etc.
„ 135 „ Celebes, Philippines, Siam.
„ $135\frac{2}{3}$ „ or 61.76 kilos, Java.
„ $139\frac{1}{2}$ „ Manila.

Pood, 36 lbs. 1 oz. or 16.25 kilos ($62\frac{1}{2}$ to the ton).

Quarters, 480 lbs. Heavy Grain, America.
„ 400 „ Barley, America.
„ 320 „ Oats „
„ 496 „ Wheat, Baltic.
„ 320 „ Oats „
„ 480 „ Rye „
„ 424 „ Linseed „
„ 400 „ Barley „

Quintal, $101\frac{1}{2}$ lbs. or 46 kilos, Chile.

Scrap Iron, Furnace size, 5′ 6″ × 2′ 6″ × 2′ 3″.

Stack of Wood, 12′ × 3′ × 3′, 108 cubic feet, being half a fathom.

Standard, St. Petersburg, 165 cubic feet or 1,980 superficial feet.
„ Gothenburg, 180 „ „
„ „ (of Poles), 150 cubic feet.

Ton, 2,240 lbs. or 1,015 kilos.

In particular reference to the purchase of bunker coal abroad, the ton is a variable quantity. For instance, it is calculated at 1,000 kilos (short ton) in the following countries :—

France,	Sweden,	Spain,
Germany,	Belgium,	Norway ;
Holland,		

and at 2,000 lbs. in the U.S.A. Gulf ports of—

Galveston,	Mobile,	Pensacola,
Gulfport,	New Orleans,	Port Arthur,
Houston,		

and Canadian ports of—

Quebec,	Montreal,	Picton,

and in Chile at—

Coronel.

It is also calculated at 1,990 lbs. in the Black Sea, and sometimes Constantinople.

Tult, 12 beams or baulks each 18 feet long (216 running feet of timber), with a top measurement of 11 inches.

Wagon Load (Timber—Danube), 22 cubic metres (weight approximately 11 tons).

British and Metric Measures.

I.—LINEAR MEASURES.

A Millimetre	= .03937 of an inch.	A Dekametre	= 10.936 yards.
A Centimetre	= .393 „ „ „	A Hektometre	= 109 yards 1 foot.
A Decimetre	= 3.937 inches	A Kilometre	= 1093.5 yards.
A Metre	= 39.37 „ = (1 yd. $3\frac{1}{3}$ in.)	8 Kilometres	= almost 5 miles.

Inches.	Equivalent in metres.	Inches.	Equivalent in metres.
1	0.0254	7	0.1778
2	0.0508	8	0.2032
3	0.0762	9	0.2286
4	0.1016	10	0.2540
5	0.1270	11	0.2794
6	0.1524	12	0.3048

Feet.	Equivalent in metres.	Feet.	Equivalent in metres.
1	0.305	16	4.88
2	0.610	17	5.18
3	0.914	18	5.49
4	1.219	19	5.79
5	1.524	20	6.10
6	1.829	21	6.40
7	2.134	22	6.70
8	2.438	23	7.01
9	2.743	24	7.31
10	3.048	25	7.62
11	3.35	26	7.92
12	3.66	27	8.23
13	3.96	28	8.53
14	4.27	29	8.84
15	4.57	30	9.14

II.—CUBIC MEASURES.

1 Cubic Centimetre	= .060 cubic inch.	1 Cubic Inch	= 16.388 cubic centimetres.
1 Cubic Decimetre	= 60.02 „ „	1 Cubic Foot	= 28.318 cubic decimetres.
1 Cubic Metre	= 35.317 cubic feet.	1 Cubic Yard	= .764 cubic metre.

Decimals of a Cwt.

Lbs.		
1	..	.00893
2	..	.01786
3	..	.02679
4	..	.03572
5	..	.04465
6	..	.05358
7	..	.0625
8	..	.07143
9	..	.08036
10	..	.08929
11	..	.09822
12	..	.10715
13	..	.11608
14	..	.125
15	..	.13393
16	..	.14286
17	..	.15179
18	..	.16072
19	..	.16975
20	..	.17858
21	..	.1875
22	..	.19643
23	..	.20536
24	..	.21429
25	..	.22322
26	..	.23215
27	..	.24108

Qrs.	Lbs.		
1	0	..	.25
1	1	..	.25893
1	2	..	.26786
1	3	..	.27679
1	4	..	.28572
1	5	..	.29465
1	6	..	.30358
1	7	..	.3125
1	8	..	.32143
1	9	..	.33036
1	10	..	.33929
1	11	..	.34822
1	12	..	.35715
1	13	..	.36608
1	14	..	.375
1	15	..	.38393
1	16	..	.39286
1	17	..	.40179
1	18	..	.41072
1	19	..	.41965
1	20	..	.42858
1	21	..	.4375
1	22	..	.44643
1	23	..	.45536
1	24	..	.46429
1	25	..	.47322
1	26	..	.48215
1	27	..	.49108

Qrs.	Lbs.		
2	0	..	.5
2	1	..	.50893
2	2	..	.51786
2	3	..	.52679
2	4	..	.53572
2	5	..	.54465
2	6	..	.55358
2	7	..	.5625
2	8	..	.57143
2	9	..	.58036
2	10	..	.58929
2	11	..	.59822
2	12	..	.60715
2	13	..	.61608
2	14	..	.625
2	15	..	.63393
2	16	..	.64286
2	17	..	.65179
2	18	..	.66072
2	19	..	.66975
2	20	..	.67858
2	21	..	.6875
2	22	..	.69643
2	23	..	.70536
2	24	..	.71429
2	25	..	.72322
2	26	..	.73215
2	27	..	.74108

Qrs.	Lbs.		
3	0	..	.75
3	1	..	.75893
3	2	..	.76786
3	3	..	.77679
3	4	..	.78572
3	5	..	.79465
3	6	..	.80358
3	7	..	.8125
3	8	..	.82143
3	9	..	.83036
3	10	..	.83929
3	11	..	.84822
3	12	..	.85715
3	13	..	.86608
3	14	..	.875
3	15	..	.88393
3	16	..	.89286
3	17	..	.90179
3	18	..	.91072
3	19	..	.91965
3	20	..	.92858
3	21	..	.9375
3	22	..	.94643
3	23	..	.95536
3	24	..	.96429
3	25	..	.97322
3	26	..	.98215
3	27	..	.99108

Decimals of £1 Sterling.

s.	d.		
0	1	..	.00416
0	2	..	.00833
0	3	..	.0125
0	4	..	.0166
0	5	..	.02083
0	6	..	.025
0	7	..	.02196
0	8	..	.03333
0	9	..	.0375
0	10	..	.04166

s.	d.		
0	11	..	.04583
1	0	..	.05
2	0	..	.1
3	0	..	.15
4	0	..	.2
5	0	..	.25
6	0	..	.3
7	0	..	.35
8	0	..	.4
9	0	..	.45

s.	d.		
10	0	..	.5
11	0	..	.55
12	0	..	.6
13	0	..	.65
14	0	..	.7
15	0	..	.75
16	0	..	.8
17	0	..	.85
18	0	..	.9
19	0	..	.95

NOTES.

Carriage of Goods by Sea Act, 1924.

York-Antwerp Rules, 1924.

Harter Act or U.S.A. Carriers Act, 1893.

Sea-Carriage of Goods Act, 1924 (Australia).

Canadian Water-Carriage of Goods Act, 1910.

Extract from the New Zealand Shipping and Seamen Act, 1903.

The Maritime Conventions Act, 1911.

Maritime Conventions, 1922.

Salvage Agreements.

Bottomry Bond.

Average Bond.

Passengers' Letters of Indemnity.

Carriage of Goods by Sea Act, 1924.

ARRANGEMENT OF SECTIONS.

Section.

1. Application of Rules in Schedule.
2. Absolute warranty of seaworthiness not to be implied in contracts to which Rules apply.
3. Statement as to application of Rules to be included in bills of lading.
4. Modification of Article VI of Rules in relation to coasting trade.
5. Modification of Rules 4 and 5 of Article III in relation to bulk cargoes.
6. Short title, saving, and operation.

Schedule.

CHAPTER 22.

AN ACT TO AMEND THE LAW WITH RESPECT TO THE CARRIAGE OF GOODS BY SEA.

[1st August, 1924.]

WHEREAS at the International Conference on Maritime Law held at Brussels in October, 1922, the delegates at the Conference, including the delegates representing His Majesty, agreed unanimously to recommend their respective Governments to adopt as the basis of a convention a draft convention for the unification of certain rules relating to bills of lading :

And whereas at a meeting held at Brussels in October, 1923, the rules contained in the said draft convention were amended by the Committee appointed by the said Conference :

And whereas it is expedient that the said rules as so amended and as set out with modifications in the Schedule to this Act (in this Act referred to as "the Rules") should, subject to the provisions of this Act, be given the force of law with a view to establishing the responsibilities, liabilities, rights and immunities attaching to carriers under bills of lading :

Be it therefore enacted by the King's most Excellent Majesty, by and with the advice and consent of the Lords Spiritual and Temporal, and Commons, in this present Parliament assembled, and by the authority of the same, as follows :—

Application of Rules in Schedule.

1. Subject to the provisions of this Act, the Rules shall have effect in relation to and in connection with the carriage of goods by sea in ships carrying goods from any port in Great Britain or Northern Ireland to any other port whether in or outside Great Britain or Northern Ireland.

Absolute warranty of seaworthiness not to be implied in contracts to which Rules apply.

2. There shall not be implied in any contract for the carriage of goods by sea to which the Rules apply any absolute undertaking by the carrier of the goods to provide a seaworthy ship.

Statement as to application of Rules to be included in bills of lading.

3. Every bill of lading, or similar document of title, issued in Great Britain or Northern Ireland which contains or is evidence of any contract to which the Rules apply shall contain an express statement that it is to have effect subject to the provisions of the said Rules as applied by this Act.

Modification of Article VI. of Rules in relation to coasting trade.

4. Article VI of the Rules shall, in relation to the carriage of goods by sea in ships carrying goods from any port in Great Britain or Northern Ireland to any other port in Great Britain or Northern Ireland or to a port in the Irish Free State, have effect as though the said Article referred to goods of any class instead of to particular goods and as though the proviso to the second paragraph of the said Article were omitted.

Modification of Rules 4 and 5 of Article III in relation to bulk cargoes.

5. Where under the custom of any trade the weight of any bulk cargo inserted in the bill of lading is a weight ascertained or accepted by a third party other than the carrier or the shipper and the fact that the weight is so ascertained or accepted is stated in the bill of lading, then, notwithstanding anything in the Rules, the bill of lading shall not be deemed to be prima facie evidence against the carrier of the receipt of goods of the weight so inserted in the bill of lading, and the accuracy thereof at the time of shipment shall not be deemed to have been guaranteed by the shipper.

Short title, saving, and operation.

6. (1) This Act may be cited as the Carriage of Goods by Sea Act, 1924.

(2) Nothing in this Act shall affect the operation of sections four hundred and forty-six to four hundred and fifty, both inclusive, five hundred and two and five hundred and three of the Merchant Shipping Act, 1894, as amended by any subsequent enactment, or the operation of any other enactment for the time being in force limiting the liability of the owners of seagoing vessels.

57 & 58 Vict. c. 60.

(3) The Rules shall not by virtue of this Act apply to any contract for the carriage of goods by sea made before such day, not being earlier than the thirtieth day of June, nineteen hundred and twenty-four, as His Majesty may by Order in Council direct, nor to any bill of lading or similar document of title issued, whether before or after such day as aforesaid, in pursuance of any such contract as aforesaid.

SCHEDULE.

Rules Relating to Bills of Lading.

Article I.

Definitions.

In these Rules the following expressions have the meanings hereby assigned to them respectively, that is to say—

(*a*) " Carrier " includes the owner or the charterer who enters into a contract of carriage with a shipper :

(*b*) " Contract of carriage " applies only to contracts of carriage covered by a bill of lading or any similar document of title, in so far as such document relates to the carriage of goods by sea, including any bill of lading or any similar document as aforesaid issued under or pursuant to a charter-party from the moment at which such bill of lading or similar document of title regulates the relations between a carrier and a holder of the same :

(*c*) " Goods " includes goods, wares, merchandises, and articles of every kind whatsoever, except live animals and cargo which by the contract of carriage is stated as being carried on deck and is so carried :

(*d*) " Ship " means any vessel used for the carriage of goods by sea :

(*e*) " Carriage of goods " covers the period from the time when the goods are loaded on to the time when they are discharged from the ship.

Article II.

Risks.

Subject to the provisions of Article VI, under every contract of carriage of goods by sea the carrier, in relation to the loading, handling, stowage, carriage, custody, care, and discharge of such goods, shall be subject to the responsibilities and liabilities, and entitled to the rights and immunities hereinafter set forth.

Article III.

Responsibilities and Liabilities.

1. The carrier shall be bound, before and at the beginning of the voyage, to exercise due diligence to—

(*a*) Make the ship seaworthy :

(*b*) Properly man, equip, and supply the ship :

(*c*) Make the holds, refrigerating and cool chambers, and all other parts of the ship in which goods are carried, fit and safe for their reception, carriage and preservation.

2. Subject to the provisions of Article IV, the carrier shall properly and carefully load, handle, stow, carry, keep, care for and discharge the goods carried.

3. After receiving the goods into his charge, the carrier, or the master or agent of the carrier, shall, on demand of the shipper, issue to the shipper a bill of lading showing among other things—

(*a*) The leading marks necessary for identification of the goods as the same are furnished in writing by the shipper before the loading of such goods starts, provided such marks are stamped or otherwise shown clearly upon the goods if uncovered, or on the cases or coverings in which such goods are contained, in such a manner as should ordinarily remain legible until the end of the voyage ;

(*b*) Either the number of packages or pieces, or the quantity, or weight, as the case may be, as furnished in writing by the shipper ;

(*c*) The apparent order and condition of the goods :

Provided that no carrier, master or agent of the carrier, shall be bound to state or show in the bill of lading any marks, number, quantity, or weight which he has reasonable ground for suspecting not accurately to represent the goods actually received, or which he has had no reasonable means of checking.

4. Such a bill of lading shall be prima facie evidence of the receipt by the carrier of the goods as therein described in accordance with paragraph 3 (*a*), (*b*), and (*c*).

5. The shipper shall be deemed to have guaranteed to the carrier the accuracy at the time of shipment of the marks, number, quantity, and weight, as furnished by him, and the shipper shall indemnify the carrier against all loss, damages, and expenses arising or resulting from inaccuracies in such particulars. The right of the carrier to such indemnity shall in no way limit his responsibility and liability under the contract of carriage to any person other than the shipper.

6. Unless notice of loss or damage and the general nature of such loss or damage be given in writing to the carrier or his agent at the port of discharge before or at the time of the removal of the goods into the custody of the person entitled to delivery thereof under the contract of carriage, or, if the loss or damage be not apparent, within three days, such removal shall be prima facie evidence of the delivery by the carrier of the goods as described in the bill of lading.

The notice in writing need not be given if the state of the goods has at the time of their receipt been the subject of joint survey or inspection.

In any event the carrier and the ship shall be discharged from all liability in respect of loss or damage unless suit is brought within one year after delivery of the goods or the date when the goods should have been delivered.

In the case of any actual or apprehended loss or damage the carrier and the receiver shall give all reasonable facilities to each other for inspecting and tallying the goods.

7. After the goods are loaded the bill of lading to be issued by the carrier, master or agent of the carrier, to the shipper shall, if the shipper so demands, be a " shipped " bill of lading, provided that if the shipper shall have previously taken up any document of title to such goods, he shall surrender the same as against the issue of the " shipped " bill of lading, but at the option of the carrier such document of title may be noted at the port of shipment by the carrier, master, or agent with the name or names of the ship or ships upon which the goods have been shipped and the date or dates of shipment, and when so noted the same shall for the purpose of this Article be deemed to constitute a " shipped " bill of lading.

8. Any clause, covenant or agreement in a contract of carriage relieving the carrier or the ship from liability for loss or damage to or in connection with goods arising from negligence, fault or failure in the duties and obligations provided in this Article or lessening such liability otherwise than as provided in these Rules, shall be null and void and of no effect.

A benefit of insurance or similar clause shall be deemed to be a clause relieving the carrier from liability

Article IV.

Rights and Immunities.

1. Neither the carrier nor the ship shall be liable for loss or damage arising or resulting from unseaworthiness unless caused by want of due diligence on the part of the carrier to make the ship seaworthy, and to secure that the ship is properly manned, equipped and supplied, and to make the holds, refrigerating and cool chambers and all other parts of the ship in which goods are carried fit and safe for their reception, carriage and preservation in accordance with the provisions of paragraph 1 of Article III.

Whenever loss or damage has resulted from unseaworthiness, the burden of proving the exercise of due diligence shall be on the carrier or other person claiming exemption under this section.

2. Neither the carrier nor the ship shall be responsible for loss or damage arising or resulting from—

(*a*) Act, neglect, or default of the master, mariner, pilot, or the servants of the carrier in the navigation or in the management of the ship :

(*b*) Fire, unless caused by the actual fault or privity of the carrier :

(*c*) Perils, dangers and accidents of the sea or other navigable waters :

(*d*) Act of God :

(*e*) Act of war :

(*f*) Act of public enemies :

(*g*) Arrest or restraint of princes, rulers or people, or seizure under legal process :

(*h*) Quarantine restrictions :

(*i*) Act or omission of the shipper or owner of the goods, his agent or representative :

(*j*) Strikes or lock-outs or stoppage or restraint of labour from whatever cause, whether partial or general :

(*k*) Riots and civil commotions :

(*l*) Saving or attempting to save life or property at sea :

(*m*) Wastage in bulk or weight or any other loss or damage arising from inherent defect, quality, or vice of the goods :

(*n*) Insufficiency of packing :

(*o*) Insufficiency or inadequacy of marks :

(*p*) Latent defects not discoverable by due diligence :

(*q*) Any other cause arising without the actual fault or privity of the carrier, or without the fault or neglect of the agents or servants of the carrier, but the burden of proof shall be on the person claiming the benefit of this exception to show that neither the actual fault or privity of the carrier nor the fault or neglect of the agents or servants of the carrier contributed to the loss or damage.

3. The shipper shall not be responsible for loss or damage sustained by the carrier or the ship arising or resulting from any cause without the act, fault or neglect of the shipper, his agents or his servants.

4. Any deviation in saving or attempting to save life or property at sea, or any reasonable deviation shall not be deemed to be an infringement or breach of these Rules or of the contract of carriage, and the carrier shall not be liable for any loss or damage resulting therefrom.

5. Neither the carrier nor the ship shall in any event be or become liable for any loss or damage to or in connection with goods in an amount exceeding £100 per package or unit, or the equivalent of that sum in other currency, unless the nature and value of such goods have been declared by the shipper before shipment and inserted in the bill of lading.

This declaration if embodied in the bill of lading shall be prima facie evidence, but shall not be binding or conclusive on the carrier.

By agreement between the carrier, master or agent of the carrier and the shipper another maximum amount than that mentioned in this paragraph may be fixed, provided that such maximum shall not be less than the figure above named.

Neither the carrier nor the ship shall be responsible in any event for loss or damage to or in connection with goods if the nature or value thereof has been knowingly misstated by the shipper in the bill of lading.

6. Goods of an inflammable, explosive or dangerous nature to the shipment whereof the carrier, master or agent of the carrier, has not consented, with knowledge of their nature and character, may at any time before discharge be landed at any place or destroyed or rendered innocuous by the carrier without compensation, and the shipper of such goods shall be liable for all damages and expenses directly or indirectly arising out of or resulting from such shipment.

If any such goods shipped with such knowledge and consent shall become a danger to the ship or cargo, they may in like manner be landed at any place or destroyed or rendered innocuous by the carrier without liability on the part of the carrier except to general average, if any.

Article V.

Surrender of Rights and Immunities, and Increase of Responsibilities and Liabilities.

A carrier shall be at liberty to surrender in whole or in part all or any of his rights and immunities or to increase any of his responsibilities and liabilities under the Rules contained in any of these Articles, provided such surrender or increase shall be embodied in the bill of lading issued to the shipper.

The provisions of these Rules shall not be applicable to charter-parties, but if bills of lading are issued in the case of a ship under a charter-party they shall comply with the terms of these Rules. Nothing in these Rules shall be held to prevent the insertion in a bill of lading of any lawful provision regarding general average.

Article VI.

Special Conditions.

Nothwitstanding the provisions of the preceding Articles, a carrier, master or agent of the carrier, and a shipper shall in regard to any particular goods be at liberty to enter into any agreement in any terms as to the responsibility and liability of the carrier for such goods, and as to the rights and immunities of the carrier in respect of such goods, or his obligation as to seaworthiness, so far as this stipulation is not contrary to public policy, or the care or diligence of his servants or agents in regard to the loading, handling, stowage, carriage, custody, care, and discharge of the goods carried by sea, provided that in this case no bill of lading has been or shall be issued and that the terms agreed shall be embodied in a receipt which shall be a non-negotiable document and shall be marked as such.

Any agreement so entered into shall have full legal effect:

Provided that this Article shall not apply to ordinary commercial shipments made in the ordinary course of trade, but only to other shipments where the character or condition of the property to be carried or the circumstances, terms and conditions under which the carriage is to be performed, are such as reasonably to justify a special agreement.

Article VII.

Limitations on the Application of the Rules.

Nothing herein contained shall prevent a carrier or a shipper from entering into any agreement, stipulation, condition, reservation or exemption as to the responsibility and liability of the carrier or the ship for the loss or damage to or in connection with the custody and care and handling of goods prior to the loading on and subsequent to the discharge from the ship on which the goods are carried by sea.

Article VIII.

Limitation of Liability.

The provisions of these Rules shall not affect the rights and obligations of the carrier under any statute for the time being in force relating to the limitation of the liability of owners of sea-going vessels.

Article IX.

The monetary units mentioned in these Rules are to be taken to be gold value.

York-Antwerp Rules, 1924.

As Adopted at the Stockholm Conference of the International Law Association, September, 1924.

Contrasted with York-Antwerp Rules, 1890.

YORK-ANTWERP RULES, 1924.

YORK-ANTWERP RULES, 1890.

Rule A.

There is a general average act when, and only when, any extraordinary sacrifice or expenditure is intentionally and reasonably made or incurred for the common safety for the purpose of preserving from peril the property involved in a common maritime adventure.

Rule B.

General average sacrifices and expenses shall be borne by the different contributing interests on the basis hereinafter provided.

Rule C.

Only such damages, losses or expenses which are the direct consequence of the general average act shall be allowed as general average.

Damage or loss sustained by the ship or cargo through delay on the voyage, and indirect loss from the same cause, such as demurrage and loss of market, shall not be admitted as general average.

Rule D.

Rights to contribution in general average shall not be affected, though the event which gave rise to the sacrifice or expenditure may have been due to the fault of one of the parties to the adventure ; but this shall not prejudice any remedies which may be open against that party for such fault.

Rule E.

The onus of proof is upon the party claiming in general average to show that the loss or expense claimed is properly allowable as general average.

Rule F.

Any extra expense incurred in place of another expense which would have been allowable as general average shall be deemed to be general average and so allowed, but only up to the amount of the general average expense avoided.

YORK-ANTWERP RULES, 1924.

RULE G.

General average shall be adjusted as regards both loss and contribution upon the basis of values at the time and place when and where the adventure ends.

This rule shall not affect the determination of the place at which the average statement is to be made up.

RULE I.—Jettison of Cargo.

No jettison of cargo shall be made good as general average, unless such cargo is carried in accordance with the recognised custom of the trade.

RULE II.—Damage by Jettison and Sacrifice for the Common Safety.

Damage done to a ship and cargo, or either of them, by or in consequence of a sacrifice made for the common safety, and by water which goes down a ship's hatches opened or other opening made for the purpose of making a jettison for the common safety, shall be made good as general average.

RULE III.—Extinguishing Fire on Shipboard.

Damage done to a ship and cargo, or either of them, by water or otherwise, including damage by beaching or scuttling a burning ship, in extinguishing a fire on board the ship, shall be made good as general average; except that no compensation shall be made for damage to such portions of the ship and bulk cargo, or to such separate packages of cargo, as have been on fire.

RULE IV.—Cutting away Wreck.

Loss or damage caused by cutting away the wreck or remains of spars, or of other things which have previously been carried away by sea-peril, shall not be made good as general average.

RULE V.—Voluntary Stranding.

When a ship is intentionally run on shore, and the circumstances are such that if that course were not adopted she would inevitably drive on shore or on rocks, no loss or damage caused to the ship, cargo and freight or any of them by such intentional running on shore shall be made good as general average. But in all other cases where a ship is intentionally run on shore for the common safety, the consequent loss or damage shall be allowed as general average.

RULE VI.—Carrying Press of Sail—Damage to or Loss of Sails.

Damage to or loss of sails and spars, or either of them, caused by forcing a ship off the ground or by driving her higher up the ground, for the common safety, shall be made good as general average; but where a ship is afloat, no loss or damage caused to the ship, cargo and freight, or any of them, by carrying a press of sail, shall be made good as general average.

YORK-ANTWERP RULES, 1890.

Rule I.—Jettison of Deck Cargo.

No jettison of deck cargo shall be made good as general average.

Every structure not built in with the frame of the vessel shall be considered to be a part of the deck of the vessel.

Rule II.—Same.

Rule III.—Same.

Rule IV.—Same.

Rule V.—Voluntary Stranding.

When a ship is intentionally run on shore, and the circumstances are such that if that course were not adopted she would inevitably sink or drive on shore or on rocks, no loss or damage caused to the ship, cargo and freight, or any of them by such intentional running on shore shall be made good as general average. But in all other cases where a ship is intentionally run on shore for the common safety, the consequent loss or damage shall be allowed as general average.

Rule VI.—Same.

RULE VII.—Damage to Engines in Refloating a Ship.

Damage caused to machinery and boilers of a ship, which is ashore and in a position of peril, in endeavouring to refloat, shall be allowed in general average, when shown to have arisen from an actual intention to float the ship for the common safety at the risk of such damage; but where a ship is afloat no loss or damage caused by working the machinery and boilers shall be made good as general average.

Rule VII.—Damage to Engines in Refloating a Ship.

Damage caused to machinery and boilers of a ship, which is ashore and in a position of peril, in endeavouring to refloat, shall be allowed in general average, when shown to have arisen from an actual intention to float the ship for the common safety at the risk of such damage.

RULE VIII.—Expenses Lightening a Ship when Ashore, and Consequent Damage.

When a ship is ashore and cargo and ship's fuel and stores or any of them are discharged as a general average act, the extra cost of lightening, lighter hire and reshipping (if incurred), and the loss or damage sustained thereby, shall be admitted as general average.

Rule VIII.—Expenses Lightening a Ship when Ashore, and Consequent Damage.

When a ship is ashore and, in order to float her, cargo, bunker coals and ship's stores or any of them are discharged, the extra cost of lightening, lighter hire and reshipping (if incurred), and the loss or damage sustained thereby, shall be admitted as general average.

RULE IX.—Ship's Materials and Stores Burnt for Fuel.

Ship's materials and stores, or any of them, necessarily burnt for fuel for the common safety at a time of peril, shall be admitted as general average when, and only when, an ample supply of fuel had been provided; but the estimated quantity of fuel that would have been consumed, calculated at the price current at the ship's last port of departure at the date of her leaving, shall be credited to the general average.

Rule IX.—Cargo, Ship's Materials and Stores Burnt for Fuel.

Cargo, ship's materials and stores, or any of them, necessarily burnt for fuel for the common safety at a time of peril, shall be admitted as general average when, and only when, an ample supply of fuel had been provided; but the estimated quantity of coals that would have been consumed, calculated at the price current at the ship's last port of departure at the date of her leaving, shall be charged to the shipowner and credited to the general average.

RULE X (*a*).—Expenses at Port of Refuge, etc.

When a ship shall have entered a port or place of refuge, or shall have returned to her port or place of loading, in consequence of accident, sacrifice or other extraordinary circumstances, which render that necessary for the common safety, the expenses of entering such port or place shall be admitted as general average; and when she shall have sailed thence with her original cargo, or a part of it, the corresponding expenses of leaving such port or place consequent upon such entry or return shall likewise be admitted as general average.

Rule X (*a*).—*Same.*

RULE X (*b*).—The cost of handling on board or discharging cargo, fuel or stores, whether at a port or place of loading, call or refuge, shall be admitted as general average when the handling or discharge was necessary for the common safety or to enable damage to the ship caused by sacrifice or accident to be repaired, if the repairs were necessary for the safe prosecution of the voyage.

Rule X (*b*).—*The cost of discharging cargo from a ship, whether at a port or place of loading, call or refuge, shall be admitted as general average when the discharge was necessary for the common safety or to enable damage to the ship, caused by sacrifice or accident during the voyage, to be repaired, if the repairs were necessary for the safe prosecution of the voyage.*

RULE X (*c*).—Whenever the cost of handling or discharging cargo, fuel or stores is admissible as general average, the cost of reloading and stowing such cargo, fuel or stores on board the ship, together with all storage charges (including fire insurance, if incurred) on such cargo, fuel or stores, shall likewise be so admitted. But when the ship is condemned or does not proceed on her original voyage, no storage expenses incurred after the date of the ship's condemnation or of the abandonment of the voyage shall

Rule X (*c*).—*Whenever the cost of discharging cargo from a ship is admissible as general average, the cost of reloading and storing such cargo on board the said ship, together with all storage charges on such cargo, shall likewise be so admitted. But when the ship is condemned or does not proceed on her original voyage, no storage expenses incurred after the date of the ship's condemnation or of the abandonment of the voyage shall be admitted as general average.*

be admitted as general average. In the event of the condemnation of the ship or the abandonment of the voyage before completion of discharge of cargo, storage expenses, as above, shall be admitted as general average up to date of completion of discharge.

RULE X (*d*).—If a ship under average be in a port or place at which it is practicable to repair her, so as to enable her to carry on the whole cargo, and if, in order to save expenses, either she is towed thence to some other port or place of repair or to her destination, or the cargo or a portion of it is transhipped by another ship, or otherwise forwarded, then the extra cost of such towage, transhipment and forwarding, or any of them (up to the amount of the extra expense saved), shall be payable by the several parties to the adventure in proportion to the extraordinary expense saved.

RULE XI.—Wages and Maintenance of Crew in Port of Refuge, etc.

When a ship shall have entered or been detained in any port or place under the circumstances, or for the purposes of repairs, mentioned in Rule X, the wages payable to the master, officers and crew, together with the cost of maintenance of the same, during the extra period of detention in such port or place until the ship shall or should have been made ready to proceed upon her voyage, shall be admitted as general average. But when the ship is condemned or does not proceed on her original voyage, the wages and maintenance of the master, officers and crew, incurred after the date of the ship's condemnation or of the abandonment of the voyage, shall not be admitted as general average. In the event of the condemnation of the ship or the abandonment of the voyage before completion of discharge of cargo, wages and maintenance of crew, as above, shall be admitted as general average up to the date of completion of discharge.

RULE XII.—Damage to Cargo in Discharging, etc.

Damage to or loss of cargo, fuel or stores caused in the act of handling, discharging, storing, reloading, and stowing shall be made good as general average when, and only when, the cost of those measures respectively is admitted as general average.

RULE XIII.—Deductions from Cost of Repairs.

In adjusting claims for general average, repairs to be allowed in general average shall be subject to the following deductions in respect of "new for old," viz.:

In the case of iron or steel ships, from date of original register to the date of accident:

Rule X (d).—Same.

Rule XI.—Wages and Maintenance of Crew in Port of Refuge, etc.

When a ship shall have entered or been detained in any port or place under the circumstances, or for the purposes of the repairs, mentioned in Rule X, the wages payable to the master, officers and crew, together with the cost of maintenance of the same, during the extra period of detention in such port or place until the ship shall or should have been made ready to proceed upon her voyage, shall be admitted as general average. But when the ship is condemned or does not proceed on her original voyage, the wages and maintenance of the master, officers and crew, incurred after the date of the ship's condemnation or of the abandonment of the voyage, shall not be admitted as general average.

Rule XII.—Damage to Cargo in Discharging, etc.

Damage done to or loss of cargo necessarily caused in the act of discharging, storing, reloading and stowing, shall be made good as general average when, and only when, the cost of those measures respectively is admitted as general average.

Rule XIII.—Deductions from Cost of Repairs.

In adjusting claims for general average, repairs to be allowed in general average shall be subject to the following deductions in respect of "new for old," viz.:

In the case of iron or steel ships, from date of original register to the date of accident:

YORK-ANTWERP RULES, 1924.		*YORK-ANTWERP RULES, 1890.*	
Up to 1 year old (A).	All repairs to be allowed in full, except painting or coating of bottom, from which one-third is to be deducted.	*Up to 1 year old (A).*	*All repairs to be allowed in full, except painting or coating of bottom, from which one-third is to be deducted.*
Between 1 and 3 years (B).	One-third to be deducted off repairs to and renewals of woodwork of hull, masts, and spars, furniture, upholstery, crockery, metal and glassware, also sails, rigging, ropes, sheets and hawsers (other than wire and chain), awnings, covers and painting. One-sixth to be deducted off wire rigging, wire ropes and wire hawsers, wireless apparatus, chain cables and chains, insulation, donkey engines, steam steering gear and connections, steam winches and connections, steam cranes and connections and electrical machinery; other repairs in full.	*Between 1 and 3 years (B).*	*One-third to be deducted off repairs to and renewal of woodwork of hull, masts and spars, furniture, upholstery, crockery, metal and glassware, also sails, rigging, ropes, sheets and hawsers (other than wire and chain), awnings, covers and painting.* *One-sixth to be deducted off wire rigging, wire ropes and wire hawsers, chain cables and chains, donkey engines, steam winches and connections, steam cranes and connections; other repairs in full.*
Between 3 and 6 years (C).	Deductions as above under Clause B, except that one-third be deducted off insulation, and one-sixth be deducted off ironwork of masts and spars, and all machinery (inclusive of boilers and their mountings).	*Between 3 and 6 years (C).*	*Deductions as above under Clause B, except that one-sixth be deducted off ironwork of masts and spars, and machinery (inclusive of boilers and their mountings).*
Between 6 and 10 years (D).	Deductions as above under Clause C., except that one-third be deducted off ironwork of masts and spars, donkey engines, steam steering gear, winches, cranes and connections, repairs to and renewal of all machinery (inclusive of boilers and their mountings), wireless apparatus, and all hawsers, ropes, sheets and rigging.	*Between 6 and 10 years (D).*	*Deductions as above under Clause C, except that one-third be deducted off ironwork of masts and spars, repairs to and renewal of all machinery (inclusive of boilers and their mountings), and all hawsers, ropes, sheets and rigging.*
Between 10 and 15 years (E).	One-third to be deducted off all repairs and renewals except ironwork of hull and cementing and chain cables, from which one-sixth to be deducted. Anchors to be allowed in full.	*Between 10 and 15 years (E).*	*One-third to be deducted off all repairs and renewals, except ironwork of hull and cementing and chain cables, from which one-sixth to be deducted. Anchors to be allowed in full.*
Over 15 years (F).	One-third to be deducted off all repairs and renewals. Anchors to be allowed in full. One-sixth to be deducted off chain cables.	*Over 15 years (F).*	*One-third to be deducted off all repairs and renewals. Anchors to be allowed in full. One-sixth to be deducted off chain cables.*

YORK-ANTWERP RULES, 1924.

Generally (G).

The deductions (except as to provisions and stores, insulation, wireless apparatus, machinery and boilers) to be regulated by the age of the ship, and not the age of the particular part of her to which they apply. No painting bottom to be allowed if the bottom has not been painted within six months previous to the date of the accident. No deduction to be made in respect of old material which is repaired without being replaced by new, and provisions, stores and gear which have not been in use.

In the case of wooden or composite ships :

When a ship is under one year old from date of original register, at the time of accident, no deduction "new for old" shall be made. After that period a deduction of one-third shall be made, with the following exceptions :

Anchors shall be allowed in full. Chain cables shall be subject to a deduction of one-sixth only.

No deduction shall be made in respect of provisions and stores which had not been in use.

Metal sheathing shall be dealt with, by allowing in full the cost of a weight equal to the gross weight of metal sheathing stripped off, minus the proceeds of the old metal. Nails, felt, and labour metalling are subject to a deduction of one-third.

When a ship is fitted with propelling, refrigerating, electrical or other machinery, or with insulation, or with wireless apparatus, repairs to such machinery, insulation or wireless apparatus to be subject to the same deductions as in the case of iron or steel ships.

In the case of ships generally :

In the case of all ships, the expense of straightening bent ironwork, including labour of taking out and replacing it, shall be allowed in full.

Graving dock dues, including expenses of removals, cartage, use of shears, stages, and graving dock materials, shall be allowed in full.

RULE XIV.—Temporary Repairs.

Where temporary repairs are effected to a ship at a port of loading, call or refuge, for the common safety, or of damage caused by general average sacrifice, the cost of such repairs shall be admitted as general average ; but where temporary repairs of accidental damage are effected merely to enable the adventure to be completed, the cost of such repairs shall be admitted as general average only up to the saving in expense which would have been incurred and allowed in general average had such repairs not been effected there.

No deductions " new for old " shall be made from the cost of temporary repairs allowable as general average.

YORK-ANTWERP RULES, 1890.

Generally (G).

The deductions (except as to provisions and stores, machinery and boilers) to be regulated by the age of the ship, and not the age of the particular part of her to which they apply. No painting bottom to be allowed if the bottom has not been painted within six months previous to the date of accident. No deduction to be made in respect of old material which is repaired without being replaced by new, and provisions and stores which have not been in use.

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Metal sheathing shall be dealt with, by allowing in full the cost of a weight equal to the gross weight of metal sheathing stripped off, minus the proceeds of the old metal. Nails, felt, and labour metalling are subject to a deduction of one-third.

In the case of ships generally :

In the case of all ships, the expense of straightening bent ironwork, including labour of taking out and replacing it, shall be allowed in full.

Graving dock dues, including expenses of removals, cartages, use of shears, stages, and graving dock materials, shall be allowed in full.

Rule XIV.—Temporary Repairs.

No deductions " new for old " shall be made from the cost of temporary repairs of damage allowable as general average.

YORK-ANTWERP RULES, 1924.

RULE XV.—Loss of Freight.

Loss of freight arising from damage to or loss of cargo shall be made good as general average, either when caused by a general average act, or when the damage to or loss of cargo is so made good.

Deduction shall be made from the amount of gross freight lost, of the charges which the owner thereof would have incurred to earn such freight, but has, in consequence of the sacrifice, not incurred.

RULE XVI.—Amount to be made good for Cargo Lost or Damaged by Sacrifice.

The amount to be made good as general average for damage to or loss of goods sacrificed shall be the loss which the owner of the goods has sustained thereby, based on the market values at the date of the arrival of the vessel or at the termination of the adventure where this ends at a place other than the original destination.

Where goods so damaged are sold after arrival, the loss to be made good in general average shall be calculated by applying to the sound value on the date of arrival of the vessel the percentage of loss resulting from a comparison of the proceeds with the sound value on date of sale.

RULE XVII.—Contributory Values.

The contribution to a general average shall be made upon the actual net values of the property at the termination of the adventure, to which values shall be added the amount made good as general average for property sacrificed, if not already included, deduction being made from the ship-owner's freight and passage-money at risk, of such charges and crew's wages as would not have been incurred in earning the freight had the ship and cargo been totally lost at the date of the general average act and have not been allowed as general average; deduction being also made from the value of the property of all charges incurred in respect thereof subsequently to the general average act, except such charges as are allowed in general average.

Passengers' luggage and personal effects not shipped under bill of lading shall not contribute in general average.

No corresponding new Rule.

YORK-ANTWERP RULES, 1890.

Rule XV.—Loss of Freight.

Loss of freight arising from damage to or loss of cargo shall be made good as general average, either when caused by a general average act, or when the damage to or loss of cargo is so made good.

Rule XVI.—Amount to be made good for Cargo Lost or Damaged by Sacrifice.

The amount to be made good as general average for damage or loss of goods sacrificed shall be the loss which the owner of the goods has sustained thereby, based on the market values at the date of the arrival of the vessel or at the termination of the adventure.

Rule XVII.—Contributory Values.

The contribution to a general average shall be made upon the actual values of the property at the termination of the adventure, to which shall be added the amount made good as general average for property sacrificed; deduction being made from the ship-owner's freight and passage-money at risk, of such port charges and crew's wages as would not have been incurred had the ship and cargo been totally lost at the date of the general average act or sacrifice, and have not been allowed as general average; deduction being also made from the value of the property of all charges incurred in respect thereof subsequently to the general average act, except such charges as are allowed in general average.

Passengers' luggage and personal effects, not shipped under bill of lading, shall not contribute to general average.

Rule XVIII.—Adjustment.

Except as provided in the foregoing rules, the adjustment shall be drawn up in accordance with the law and practice that would have governed the adjustment had the contract of affreightment not contained a clause to pay general average according to these Rules.

RULE XVIII.—Damage to Ship.

The amount to be allowed as general average for damage or loss to the ship, her machinery and/or gear when repaired or replaced shall be the actual reasonable cost of repairing or replacing such damage or loss, deductions being made as above (Rule XIII) when old material is replaced by new. When not repaired, the reasonable depreciation shall be allowed, not exceeding the estimated cost of repairs.

Where there is an actual or constructive total loss of the ship the amount to be allowed as general average for damage or loss to the ship caused by a general average act shall be the estimated sound value of the ship after deducting therefrom the estimated cost of repairing damage which is not general average and the proceeds of sale, if any.

RULE XIX.—Undeclared or Wrongfully Declared Cargo.

Damage or loss caused to goods loaded without the knowledge of the ship-owner or his agent or to goods wilfully misdescribed at time of shipment shall not be allowed as general average, but such goods shall remain liable to contribute, if saved.

Damage or loss caused to goods which have been wrongfully declared on shipment at a value which is lower than their real value shall be contributed for at the declared value, but such goods shall contribute upon their actual value.

RULE XX.—Expenses Bearing up for Port, etc.

Fuel and stores consumed, and wages and maintenance of master, officers and crew incurred, during the prolongation of the voyage occasioned by a ship entering a port or place of refuge or returning to her port or place of loading shall be admitted as general average when the expenses of entering such port or place are allowable in general average in accordance with Rule X (*a*).

Fuel and stores consumed during extra detention in a port or place of loading, call or refuge shall also be allowed in general average for the period during which wages and maintenance of master, officers and crew are allowed in terms of Rule XI, except such fuel and stores as are consumed in effecting repairs not allowable in general average.

RULE XXI.—Provision of Funds.

A commission of two per cent. on general average disbursements shall be allowed in general average, but when the funds are not provided by any of the contributing interests, the necessary cost of obtaining the funds required by means of a bottomry bond or otherwise, or the loss sustained by owners of goods sold for the purpose, shall be allowed in general average.

The cost of insuring money advanced to pay for general average disbursements shall also be allowed in general average.

RULE XXII.—Interest on Losses made good in General Average.

Interest shall be allowed on expenditure, sacrifices and allowances charged to general average at the legal rate per annum prevailing at the final port of destination at which the adventure ends, or where there is no recognised legal rate, at the rate of five per cent. per annum, until the date of the general average statement, due allowance being made for any interim reimbursement from the contributory interests or from the general average deposit fund.

RULE XXIII.—Treatment of Cash Deposits.

Where cash deposits have been collected in respect of cargo's liability for general average, salvage or special charges, such deposits shall be paid into a special account, earning interest where possible, in the joint names of two trustees (one to be nominated on behalf of the ship-owner and the other on behalf of the depositors) in a bank to be approved by such trustees. The sum so deposited, together with accrued interest, if any, shall be held as security for and upon trust for payment to the parties entitled thereto of the general average, salvage or special charges payable by the cargo in respect of which the deposits have been collected. The trustees shall have power to make payments on account or refunds of deposits which may be certified to in writing by the average adjuster. Such deposits and payments or refunds shall be without prejudice to the ultimate liability of the parties.

Harter Act or U.S.A. Carriers Act,

FEBRUARY 13TH, 1893.

An Act relating to navigation of vessels, bills of lading, and to certain obligations, duties, and rights in connection with the carriage of property.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled :

That it shall not be lawful for the manager, agent, master, or owner of any vessel transporting merchandise or property from or between ports of the United States and foreign ports to insert in any bill of lading or shipping document any clause, covenant, or agreement whereby it, he, or they shall be relieved from liability for loss or damage arising from negligence, fault, or failure in proper loading, stowage, custody, care, or proper delivery of any and all lawful merchandise or property committed to its or their charge. Any and all words or clauses of such import inserted in bills of lading or shipping receipts shall be null and void and of no effect.

Section 2. That it shall not be lawful for any vessel transporting merchandise or property from or between ports of the United States of America and foreign ports, her owner, master, agent, or manager, to insert in any bill of lading or shipping document any covenant or agreement whereby the obligation of the owner or owners of said vessel to exercise due diligence, to properly equip, man, provision, and outfit said vessel, and to make said vessel seaworthy and capable of performing her intended voyage, or whereby the obligations of the masters, officers, agents, or servants to carefully handle and stow her cargo and to care for and properly deliver same, shall in anywise be lessened, weakened, or avoided.

Section 3. That if the owner of any vessel transporting merchandise or property to or from any port in the United States of America shall exercise due diligence to make the said vessel in all respects seaworthy and properly manned, equipped and supplied, neither the vessel, her owner or owners, agent, or charterers shall become or be held responsible for damage or loss resulting from faults or errors in navigation or in the management of said vessel, nor shall the vessel, her owner or owners, charterers, agent, or master be held liable for losses arising from dangers of the sea or other navigable waters, acts of God, or public enemies, or the inherent defect, quality, or vice of the thing carried, or from insufficiency of package, or seizure under legal process, or for loss resulting from any act or omission of the shipper or owner of the goods, his agent or representative, or from saving or attempting to save life or property at sea, or from any deviation in rendering such service.

Section 4. That it shall be the duty of the owner or owners, master or agent of any vessel transporting merchandise or property from or between ports of the United States and foreign ports to issue to shippers of any lawful merchandise a bill of lading, or shipping document, stating, among other things, the marks necessary for identification, number of packages, or quantity, stating whether it be carrier's or shipper's weight, and apparent order or condition of such merchandise or property delivered to and received by the owner, master, or agent of the vessel for transportation, and such document shall be *prima facie* evidence of the receipt of the merchandise therein described.

Section 5. That for a violation of any of the provisions of this act the agent, owner, or master of the vessel guilty of such violation, and who refuses to issue on demand the bill of lading herein provided for, shall be liable to a fine not exceeding two thousand dollars. The amount of the fine and costs for such violation shall be a lien upon the vessel, whose agent, owner, or master is guilty of such violation, and such vessel may be libelled therefor in any district court of the United States, within whose jurisdiction the vessel may be found. One-half of such penalty shall go to the party injured by such violation and the remainder to the Government of the United States.

Section 6. That this act shall not be held to modify or repeal sections forty-two hundred and eighty-one, forty-two hundred and eighty-two, and forty-two hundred and eighty-three of the Revised Statutes of the United States, or any other statute defining the liability of vessels, their owners, or representatives.

Section 7. Sections one and four of this act shall not apply to the transportation of live animals.

Section 8. That this act shall take effect from and after the first day of July, eighteen hundred and ninety-three.

JASON CLAUSE.

" General Average to be payable according to York-Antwerp Rules, 1890, and Antwerp Rule, 1903."

" If the shipowners shall have exercised due diligence to make the steamer in all respects seaworthy and to have her properly manned, equipped and supplied, it is hereby agreed that in case of danger, damage, or disaster,

resulting from accident, or fault or errors in navigation, or in the management of the steamer, or from any latent or other defect in the steamer, her machinery or appurtenances, or from unseaworthiness, whether existing at the time of shipment or at the beginning of the voyage (provided the defect or the unseaworthiness was not discoverable by the exercise of due diligence), the shippers, consignees or owners of the cargo, shall nevertheless, pay salvage, and any special charges incurred in respect to the cargo, and shall contribute, with the shipowners in General Average to the payment of any sacrifices, losses or expenses of a General Average nature that may be made or incurred for the common benefit, or to relieve the adventure from any common peril, all with the same force and effect, and to the same extent, as if such accident, danger, damage or disaster had not resulted from, or been occasioned by, faults or errors in navigation, or in the management of the vessel, or any latent or other defect or unseaworthiness."

THE COMMONWEALTH OF AUSTRALIA.

Sea-Carriage of Goods.

No. 22 of 1924.

AN ACT RELATING TO THE SEA-CARRIAGE OF GOODS.

[Assented to 17th September, 1924.]

BE it enacted by the King's Most Excellent Majesty, the Senate, and the House of Representatives of the Commonwealth of Australia, as follows :—

Short Title.

1. This Act may be cited as the *Sea-Carriage of Goods Act*, 1924.

Commencement.

2. This Act shall commence on the 1st day of January, 1925.

Repeal.

3. The *Sea-Carriage of Goods Act*, 1904, is hereby repealed.

Application of Rules in Schedule.

4. (1) Subject to the provisions of this Act, the Rules contained in the Schedule to this Act (in this Act referred to as " the Rules ") shall have effect in relation to and in connection with the carriage of goods by sea in ships carrying goods from any port in the Commonwealth to any other port whether in or outside the Commonwealth.

(2) The Rules shall not by virtue of this Act apply to the carriage of goods by sea from a port in any State to any other port in the same State.

Absolute warranty of seaworthiness not implied.

5. There shall not be implied in any contract for the carriage of goods by sea to which this Act applies any absolute undertaking by the carrier of the goods to provide a seaworthy ship.

Provisions as to bills of lading.

6. Every bill of lading or similar document of title issued in the Commonwealth which contains or is evidence of any contract to which the Rules apply shall contain an express statement that it is to have effect subject to the provisions of the Rules as applied by this Act.

Received for shipment bills of lading.

7. A bill of lading issued in accordance with paragraph 3 of Article III of the Rules shall for all purposes be deemed to be a valid bill of lading with the like effect, and capable of negotiation in all respects and with the like consequences, as if it were a shipped bill of lading.

Bulk cargoes.

8. Where, under the custom of any trade, the weight of any bulk cargo inserted in the bill of lading is a weight ascertained or accepted by a third party other than the carrier or the shipper, and the fact that the weight is so ascertained or accepted is stated in the bill of lading, then, notwithstanding anything in the Rules, the bill of lading shall not be deemed to be *prima facie* evidence against the carrier of the receipt of goods of the weight so inserted in the bill of lading, and the accuracy thereof at the time of shipment shall not be deemed to have been guaranteed by the shipper.

Construction and jurisdiction.

9. (1) All parties to any bill of lading or document relating to the carriage of goods from any place in Australia to any place outside Australia shall be deemed to have intended to contract according to the laws in force at the place of shipment, and any stipulation or agreement to the contrary, or purporting to oust or lessen the jurisdiction of the Courts of the Commonwealth or of a State in respect of the bill of lading or document, shall be illegal, null and void, and of no effect.

(2) Any stipulation or agreement, whether made in the Commonwealth or elsewhere, purporting to oust or lessen the jurisdiction of the Courts of the Commonwealth or of a State in respect of any bill of lading or document relating to the carriage of goods from any place outside Australia to any place in Australia shall be illegal, null and void, and of no effect.

Saving.

10. (1) Nothing in this Act shall affect the operation of Division 10 of Part IV. of the *Navigation Act*, 1912-1920, or the operation of any other Act for the time being in force limiting the liability of the owners of sea-going vessels.

(2) The Rules shall not by virtue of this Act apply to any contract for the carriage of goods by sea made before the commencement of this Act.

THE SCHEDULE.

RULES RELATING TO BILLS OF LADING.

Article I.

Definitions.

In these Rules the following expressions have the meanings hereby assigned to them respectively, that is to say—

(*a*) " Carrier " includes the owner or the charterer who enters into a contract of carriage with a shipper ;

(*b*) " Contract of carriage " applies only to contracts of carriage covered by a bill of lading or any similar document of title, in so far as such document relates to the carriage of goods by sea, including any bill of lading or any similar document as aforesaid issued under or pursuant to a charter-party from the moment at which such bill of lading or similar document of title regulates the relations between a carrier and a holder of the same ;

(*c*) " Goods " includes goods, wares, merchandises, and articles of every kind whatsoever, except live animals and cargo which by the contract of carriage is stated as being carried on deck and is so carried ;

(*d*) " Ship " means any vessel used for the carriage of goods by sea ;

(*e*) " Carriage of goods " covers the period from the time when the goods are loaded on to the time when they are discharged from the ship.

Article II.

Risks.

Subject to the provisions of Article VI, under every contract of carriage of goods by sea, the carrier, in relation to the loading, handling, stowage, carriage, custody, care and discharge of such goods, shall be subject to the responsibilities and liabilities, and entitled to the rights and immunitites hereinafter set forth.

Article III.

Responsibilities and Liabilities.

1. The carrier shall be bound before and at the beginning of the voyage, to exercise due diligence to—

(*a*) make the ship seaworthy ;

(*b*) properly man, equip and supply the ship ; and

(*c*) make the holds, refrigerating and cool chambers, and all other parts of the ship in which goods are carried, fit and safe for their reception, carriage and preservation.

2. Subject to the provisions of Article IV, the carrier shall properly and carefully load, handle, stow, carry, keep, care for and discharge the goods carried.

3. After receiving the goods into his charge, the carrier, or the master or agent of the carrier, shall, on demand of the shipper, issue to the shipper a bill of lading showing among other things—

(*a*) the leading marks necessary for identification of the goods as the same are furnished in writing by the shipper before the loading of such goods starts, provided such marks are stamped or otherwise shown clearly upon the goods if uncovered, or on the cases or coverings in which such goods are contained, in such a manner as should ordinarily remain legible until the end of the voyage ;

(*b*) either the number of packages or pieces, or the quantity or weight, as the case may be, as furnished in writing by the shipper ;

(*c*) the apparent order and condition of the goods :

Provided that no carrier, master or agent of the carrier, shall be bound to state or show in the bill of lading any marks, number, quantity or weight which he has reasonable ground for suspecting not accurately to represent the goods actually received or which he has had no reasonable means of checking.

4. Such a bill of lading shall be *prima facie* evidence of the receipt by the carrier of the goods as therein described in accordance with paragraph 3 (*a*), (*b*), and (*c*).

5. The shipper shall be deemed to have guaranteed to the carrier the accuracy at the time of shipment of the marks, number, quantity and weight, as furnished by him, and the shipper shall indemnify the carrier against all loss, damages and expenses arising or resulting from inaccuracies in such particulars. The right of the carrier to such indemnity shall in no way limit his responsibility and liability under the contract of carriage to any person other than the shipper.

6. Unless notice of loss or damage and the general nature of such loss or damage be given in writing to the carrier or his agent at the port of discharge before or at the time of the removal of the goods into the custody of the person entitled to delivery thereof under the contract of carriage, or, if the loss or damage be not apparent, within three days, such removal shall be *prima facie* evidence of the delivery by the carrier of the goods as described in the bill of lading.

The notice in writing need not be given if the state of the goods has at the time of their receipt been the subject of joint survey or inspection.

In any event the carrier and the ship shall be discharged from all liability in respect of loss or damage unless suit is brought within one year after delivery of the goods or the date when the goods should have been delivered.

In the case of any actual or apprehended loss or damage the carrier and the receiver shall give all reasonable facilities to each other for inspecting and tallying the goods.

7. After the goods are loaded the bill of lading to be issued by the carrier, master or agent of the carrier, to the shipper shall, if the shipper so demands, be a " shipped " bill of lading, provided that if the shipper shall have previously taken up any document of title to such goods, he shall surrender the same as against the issue of the " shipped " bill of lading, but at the option of the carrier such document of title may be noted at the port of shipment by the carrier, master or agent with the name or names of the ship or ships upon which the goods have been shipped and the date or dates of shipment, and when so noted the same shall for the purpose of this Article be deemed to constitute a " shipped " bill of lading.

8. Any clause, covenant or agreement in a contract of carriage relieving the carrier or the ship from liability for loss or damage to or in connection with goods arising from negligence, fault or failure in the duties and obligations provided in this Article or lessening such liability otherwise than as provided in these Rules, shall be null and void and of no effect.

A benefit of insurance or similar clause shall be deemed to be a clause relieving the carrier from liability.

Article IV.

Rights and Immunities.

1. Neither the carrier nor the ship shall be liable for loss or damage arising or resulting from unseaworthiness unless caused by want of due diligence on the part of the carrier to make the ship seaworthy, and to secure that the ship is properly manned, equipped and supplied, and to make the holds, refrigerating and cool chambers and all other parts of the ship in which goods are carried fit and safe for their reception, carriage and preservation in accordance with the provisions of paragraph 1 of Article III.

Whenever loss or damage has resulted from unseaworthiness, the burden of proving the exercise of due diligence shall be on the carrier or other person claiming exemption under this section.

2. Neither the carrier nor the ship shall be responsible for loss or damage arising or resulting from—

(*a*) act, neglect or default of the master, mariner, pilot or the servants of the carrier in the navigation or in the management of the ship ;

(*b*) fire, unless caused by the actual fault or privity of the carrier ;

(*c*) perils, dangers and accidents of the sea or other navigable waters ;

(*d*) act of God ;

(*e*) act of war ;

(*f*) act of public enemies ;

(*g*) arrest or restraint of princes, rulers or people, or seizure under legal process ;

(*h*) quarantine restrictions ;

(*i*) act or omission of the shipper or owner of the goods, his agent or representative ;

(*j*) strikes or lock-outs or stoppage or restraint of labour from whatever cause, whether partial or general ;

(*k*) riots and civil commotions ;

(*l*) saving or attempting to save life or property at sea ;

(*m*) wastage in bulk or weight or any other loss or damage arising from inherent defect, quality or vice of the goods ;

(*n*) insufficiency of packing ;

(*o*) insufficiency or inadequacy of marks ;

(*p*) latent defects not discoverable by due diligence ;

(*q*) any other cause arising without the actual fault or privity of the carrier, or without the fault or neglect of the agents or servants of the carrier, but the burden of proof shall be on the person claiming the benefit of this exception to show that neither the actual fault or privity of the carrier nor the fault or neglect of the agents or servants of the carrier contributed to the loss or damage.

3. The shipper shall not be responsible for loss or damage sustained by the carrier or the ship arising or resulting from any cause without the act, fault or neglect of the shipper, his agents or his servants.

4. Any deviation in saving or attempting to save life or property at sea, or any reasonable deviation shall not be deemed to be an infringement or breach of these Rules or of the contract of carriage, and the carrier shall not be liable for any loss or damage resulting therefrom.

5. Neither the carrier nor the ship shall in any event be or become liable for any loss or damage to or in connection with goods in an amount exceeding One hundred pounds per package or unit, or the equivalent of that sum in other currency, unless the nature and value of such goods have been declared by the shipper before shipment and inserted in the bill of lading.

This declaration if embodied in the bill of lading shall be *prima facie* evidence, but shall not be binding or conclusive on the carrier.

By agreement between the carrier, master or agent of the carrier and the shipper another maximum amount than that mentioned in this paragraph may be fixed, provided that such maximum shall not be less than the figure above named.

Neither the carrier nor the ship shall be responsible in any event for loss or damage to or in connection with goods if the nature or value thereof has been knowingly misstated by the shipper in the bill of lading.

6. Goods of an inflammable, explosive or dangerous nature to the shipment whereof the carrier, master or agent of the carrier has not consented, with knowledge of their nature and character, may at any time before discharge be landed at any place or destroyed or rendered innocuous by the carrier without compensation, and the shipper of such goods shall be liable for all damages and expenses directly or indirectly arising out of or resulting from such shipment.

If any such goods shipped with such knowledge and consent shall become a danger to the ship or cargo, they may in like manner be landed at any place or destroyed or rendered innocuous by the carrier without liability on the part of the carrier except to general average, if any.

Article V.

Surrender of Rights and Immunities, and Increase of Responsibilities and Liabilities.

A carrier shall be at liberty to surrender in whole or in part all or any of his rights and immunities or to increase any of his responsibilities and liabilities under the Rules contained in any of these Articles, provided such surrender or increase shall be embodied in the bill of lading issued to the shipper.

The provisions of these Rules shall not be applicable to charter-parties, but if bills of lading are issued in the case of a ship under a charter-party they shall comply with the terms of these Rules. Nothing in these Rules shall be held to prevent the insertion in a bill of lading of any lawful provision regarding general average.

Article VI.

Special Conditions.

Notwithstanding the provisions of the preceding Articles, a carrier, master or agent of the carrier, and a shipper shall in regard to any particular goods be at liberty to enter into any agreement in any terms as to the responsibility and liability of the carrier for such goods, and as to the rights and immunities of the carrier in respect of such goods, or his obligation as to seaworthiness, so far as this stipulation is not contrary to public policy, or the care or diligence of his servants or agents in regard to the loading, handling, stowage, carriage,

custody, care and discharge of the goods carried by sea, provided that in this case no bill of lading has been or shall be issued and that the terms agreed shall be embodied in a receipt which shall be a non-negotiable document and shall be marked as such.

Any agreement so entered into shall have full legal effect :

Provided that this Article shall not apply to ordinary commercial shipments made in the ordinary course of trade, but only to other shipments where the character or condition of the property to be carried or the circumstances, terms and conditions under which the carriage is to be performed are such as reasonably to justify a special agreement.

Article VII.

Limitations on the Application of the Rules.

Nothing herein contained shall prevent a carrier or a shipper from entering into any agreement, stipulation, condition, reservation or exemption as to the responsibility and liability of the carrier or the ship for the loss or damage to or in connection with the custody and care and handling of goods prior to the loading on and subsequent to the discharge from the ship on which the goods are carried by sea.

Article VIII.

Limitation of Liability.

The provisions of these Rules shall not affect the rights and obligations of the carrier under any statute for the time being in force relating to the limitation of the liability of owners of sea-going vessels.

Article IX.

The monetary units mentioned in these Rules are to be taken to be gold value.

Canadian Water-Carriage of Goods Act.

(Which came into force September 1st, 1910.)

1. This Act may be cited as *The Water-Carriage of Goods Act.*

2. In this Act, unless the context otherwise requires :—

(*a*) " goods " includes goods, wares, merchandise, and articles of any kind whatsoever, but does not include live animals. Repealed by Act of 1911 and the following definition substituted :—" goods " includes goods, wares, merchandise and articles of any kind whatsoever, except live animals and lumber, deals and other articles usually described as " wood goods."

(*b*) " ship " includes every description of vessel used in navigation not propelled by oars ;

(*c*) " port " means a place where ships may discharge or load cargo.

3. This Act applies to ships carrying goods from any port in Canada to any other port in Canada, or from any port in Canada to any port outside Canada, and to such goods carried by such ships, or received to be carried by such ships.

4. Where any bill of lading or similar document of title to goods contains any clause, covenant or agreement whereby—

(*a*) the owner, charterer, master, or agent of any ship, or the ship itself, is relieved from liability for loss or damage to goods, arising from negligence, fault or failure in the proper loading, stowage, custody, care or delivery of goods received by them or any of them to be carried in or by the ship ; or

(*b*) any obligations of the owner or charterer of any ship to exercise due diligence to properly man, equip, and supply the ship, and make and keep the ship seaworthy, and make and keep the ship's hold refrigerating and cool chambers, and all other parts of the ship in which goods are carried, fit and safe for their reception, carriage and preservation, are in any wise lessened, weakened or avoided ; or

(*c*) the obligations of the master, officers, agents, or servants of any ship to carefully handle and stow goods, and to care for, preserve and properly deliver them, are in any wise lessened, weakened, or avoided ;

such clause, covenant or agreement shall be illegal, null and void, and of no effect unless such clause, covenant or agreement is in accordance with the other provisions of this Act.

5. Every bill of lading or document relating to the carriage of goods from any place in Canada to any place outside of Canada shall contain a clause to the effect that the shipment is subject to all the terms and provisions of, and all the exemptions from liability contained in, this Act : and any stipulation or agreement purporting to oust or lessen the jurisdiction of any court having jurisdiction at the port of loading in Canada in respect of the bill of lading or document, shall be illegal, null and void, and of no effect.

6. If the owner of any ship transporting merchandise or property from any port in Canada exercises due diligence to make the ship in all respects seaworthy and properly manned, equipped and supplied, neither the ship nor the owner, agent or charterer shall become or be held responsible for loss or damage resulting from faults or errors in navigation or in the management of the ship.

7. The ship, the owner, charterer, agent or master shall not be held liable for loss arising from fire, dangers of the sea or other navigable waters, acts of God or public enemies, or inherent defect, quality or vice of the thing carried, or from insufficiency of package, or seizure under legal process, or for loss resulting from any act or omission of the shipper or owner of the goods, his agent or representative, or from saving or attempting to save life or property at sea, or from any deviation in rendering such service or other reasonable deviation, or from strikes, or for loss arising without their actual fault or privity, or without the fault or neglect of their agents, servants or employees.

8. The ship, the owner, charterer, master or agent shall not be liable for loss or damage to or in connection with goods for a greater amount than one hundred dollars per package, unless a higher value is stated in the bill of lading or other shipping document, nor for any loss or damage whatever if the nature or value of such goods has been falsely stated by the shipper, unless such false statement has been made by inadvertence or error. The declaration by the shipper as to the nature and value of the goods shall not be considered as binding or conclusive on the ship, her owner, charterer, master or agent.

9. Every owner, charterer, master or agent of any ship carrying goods, shall, on demand, issue to the shipper of such goods a bill of lading showing, among other things, the marks necessary for identification as furnished in writing by the shipper, the number of packages or pieces, the quantity or the weight, as the case may be, and the apparent order and condition of the goods as delivered to or received by such owner, charterer, master or agent, and such bill of lading shall be *prima facie* evidence of the receipt of the goods as therein described.

10. In case of wood goods, notwithstanding anything in the charter-party, bill of lading or other shipping document, the owner, charterer, master or agent of the ship or the ship itself shall only be bound to deliver to the consignee the pieces received from the shipper, and shall not be held responsible for deficiency in measurement; and any words inserted in any charter-party, bill of lading or other shipping document for the purpose of making the owner, charterer, master or agent of the ship or the ship itself, liable for deficiency in measurement in such case, shall be illegal, null and void and of no effect.

11. When a ship arrives at a port where goods carried by the ship are to be delivered, the owner, charterer, master or agent of the ship shall forthwith give such notice as is customary at the port, to the consignees of goods to be delivered there, that the ship has arrived.

12. Everyone who, being the owner, charterer, master or agent of a ship—

(*a*) inserts in any bill of lading or similar document of title to goods any clause, covenant, or agreement declared by this Act to be illegal; or makes, signs, or executes any bill of lading or similar document of title to goods containing any clause, covenant or agreement declared by this Act to be illegal;

without incorporating *verbatim*, in conspicuous type, in the same bill of lading or similar document of title to goods, section 4 of this Act; or

(*b*) refuses to issue to a shipper of goods a bill of lading as provided by this Act; or

(*c*) refuses or neglects to give the notice of arrival of the ship required by this Act; is liable to a fine not exceeding one thousand dollars, with cost of prosecution; and the ship may be libelled therefor in any Admiralty District in Canada within which the ship is found.

(2) Such proportion of any penalty imposed under this section as the court deems proper, together with full costs, shall be paid to the person injured, and the balance shall belong to His Majesty for public uses of Canada.

13. Every one who knowingly ships goods of an inflammable or explosive nature, or of a dangerous nature, without, before shipping the goods, making full disclosure in writing of their nature to, and obtaining the permission in writing of, the agent, master or person in charge of the ship, is liable to a fine of one thousand dollars.

14. Goods of an inflammable or explosive nature, or of a dangerous nature, shipped without such permission from the agent, master or person in charge of the ship, may, at any time before delivery, be destroyed or rendered innocuous, by the master or person in charge of the ship, without compensation to the owner, shipper or consignee of the goods; and the person so shipping the goods shall be liable for all damages directly or indirectly arising out of such shipment.

15. This Act shall not apply to any bill of lading or similar document of title to goods made pursuant to a contract entered into before this Act comes into force.

16. This Act shall come into force on the 1st day of September, one thousand nine hundred and ten.

Extract from the New Zealand Shipping and Seamen Act, 1903.

PART XI.

Liability of Shipowners.

293. If the owner of any ship transporting merchandise or property to or from any port in New Zealand exercises due diligence to make the ship in all respects seaworthy and properly manned, equipped, and supplied, neither the ship, her owners, charterers, or agent shall become or be held responsible for damage or loss resulting from faults or errors in navigation or in the management of the ship, nor shall the ship, her owners, charterers, agent, or master be held liable for losses arising from dangers of the sea or other navigable waters, acts of God, or public enemies, or the inherent defect, quality, or vice of the thing carried, or from insufficiency of package, or seizure under legal process, or for loss resulting from any act or omission of the shipper or owner of the goods, his agent or representative, or from saving or attempting to save life or property at sea, or from any deviation in rendering such service.

294. The owner of a British ship, or of any share therein, shall not be liable to make good to any extent any loss or damage happening without his actual fault or privity in the following cases, namely :—

(*a*) Where any goods taken in or put on board his ship are lost or damaged by reason of fire on board the ship ; or

(*b*) Where any gold, silver, diamonds, watches, jewels, or precious stones taken in or put on board his ship, the true nature and value of which were not at the time of shipment declared by the owner or shipper thereof to the owner or master of the ship in the bills of lading or otherwise in writing, are lost or damaged by reason of any robbery, embezzlement, making away with, or secreting thereof.

295. The owners of a ship, British or Foreign, shall not, where all or any of the following occurrences take place without their actual fault or privity, that is to say—

(*a*) Where any loss of life or personal injury is caused to any person being carried in the ship ;

(*b*) Where any damage or loss is caused to any goods on board the ship ;

(*c*) Where any loss of life or personal injury is caused to any person carried in any other ship by reason of the improper navigation of the ship ;

(*d*) Where any loss or damage is caused to any other ship, or to any goods on board any other ship, by reason of the improper navigation of the ship ;

be liable to damages beyond the following amounts :—

(*e*) In respect of loss of life or personal injury, either alone or together with loss of or damage to ships or goods, an aggregate amount not exceeding fifteen pounds for each ton of their ship's tonnage ; and

(*f*) In respect of loss of or damage to ships or goods, whether there is in addition loss of life or personal injury or not, an aggregate amount not exceeding eight pounds for each ton of their ship's tonnage.

296. (1) For the purposes of the last preceding section—

(*a*) The tonnage of a steamship shall be her gross tonnage without deduction on account of engine-room ; and the tonnage of a sailing-ship shall be her registered tonnage ;

Provided that there shall not be included in such tonnage any space occupied by seamen or apprentices and appropriated to their use which is certified under the regulations with regard thereto in the Fifth Schedule hereto.

(*b*) Where a foreign ship has been or can be measured according to British law, her tonnage as ascertained by that measurement shall, for the purpose of this section, be deemed to be her tonnage.

(*c*) Where a foreign ship has not been and cannot be measured according to British law, the Chief Surveyor shall, on receiving from or by the direction of the Court hearing the case in which the tonnage of the ship is in question such evidence concerning the dimensions of the ship as can be furnished, give a certificate under his hand stating what would in his opinion have been the tonnage of the ship if she had been duly measured according to British law, and the tonnage so stated in that certificate shall, for the purposes of this section, be deemed to be the tonnage of the ship.

(2) The owner of every seagoing ship or share therein shall be liable in respect of every such loss of life, personal injury, loss of or damage to ships or goods arising on distinct occasions to the same extent as if no other loss, injury, or damage had arisen.

297. Where any liability is alleged to have been incurred by the owner of a British or foreign ship in respect of loss of life, personal injury, or loss of or damage to ships or goods, and several claims are made or apprehended in respect of that liability, then the owner may apply to the Supreme Court, and that Court may determine the amount of the owner's liability, and may distribute that amount rateably among the several claimants, and may stay any proceedings pending in any other Court in relation to the same matter, and may proceed in such manner and subject to such regulations as to making persons interested parties to the proceedings, and as to the exclusion of any claimants who do not come in within a certain time, and as to requiring security from the owner, and as to payment of any costs, as the Court thinks just.

298. All sums paid for or on account of any loss or damage in respect whereof the liability of owners is limited under the provisions of this part of this Act, and all costs incurred in relation thereto, may be brought into account among part owners of the same ship in the same manner as money disbursed for the use thereof.

299. An insurance effected against the happening, without the owners' actual fault or privity, of any or all of the events in respect of which the liability of owners is limited under this part of this Act shall not be invalid by reason of the nature of the risk.

300. (1) Where any bill of lading or shipping document contains—

(*a*) Any clause, covenant, or agreement whereby the manager, agent, master, or owner of any ship, or the ship itself, shall be relieved from liability for loss or damage arising from the harmful or improper condition of the ship's hold, negligence, fault, or failure in proper loading, stowage, custody, care, or proper delivery of any and all lawful merchandise or property committed to its or their charge; or

(*b*) Any covenant or agreement whereby the obligations of the owners of the ship to exercise due diligence to properly equip, man, provision, and outfit the ship, to make the hold of the ship fit and safe for the reception of cargo, and to make her seaworthy and capable of performing her intended voyage, or where by the obligations of the master, officers, agents, or servants to carefully handle and stow her cargo, and to care for and properly deliver the same, are in any wise lessened or avoided—

such clause, covenant, or agreement shall be null and void and of no effect, unless the Court before which any question relating thereto is tried shall adjudge the same to be just and reasonable.

(2) This section shall not apply to the transportation of live animals.

301. (1) When any person takes or puts, or causes to be taken or put on board any ship any gold, silver, diamonds, watches, jewels, precious stones, or passengers' luggage, he shall furnish to the owner or agent of the ship a list of such articles, with their value, and in the event of their being lost or destroyed the owner of the ship shall not be liable to pay a greater amount than such declared value.

(2) If the value of the articles is not declared at or before the time of shipment, the owner of the ship shall not, in the event of their loss or destruction, be liable to pay more than fifty pounds.

(3) The owner of the ship may charge a special rate of freight for the carriage of such articles, whether they are put or taken on board as cargo or passengers' luggage.

302. (1) The agents in New Zealand of any ship not registered in New Zealand shall be deemed to be the legal representatives of the master and owner of the ship after the departure of the ship from the port at which she was discharged for the purpose of receiving and paying claims for short delivery or pillage of cargo, and the amount of any such claim may be recovered from such agents in any Court of competent jurisdiction.

Provided that it shall be lawful for such agents, by notice in writing delivered to the Collector not later than twenty-four hours before the departure of any ship, to decline to accept any responsibility under this section in respect of that ship, in which case the master and some other person approved by the Collector shall, before the ship is allowed her clearance, enter into a joint and several bond in a sum not exceeding the value of her cargo, as shown by the ship's papers, for the payment of any sum which, together with costs, may be recovered against the agents of such ship.

(2) No proceedings for the recovery of any claim under this section shall be taken unless notice of the claim is given to the agents not later than fourteen days after the delivery of the cargo in respect of which the claim is made.

303. Every bill of lading issued by the manager, agent, master, or owner of the ship, and signed by any person purporting to be authorised to sign the same, shall be binding on the master and owner of the ship as if the bill of lading had been signed by the master.

304. Nothing in this part of this Act shall be construed to lessen or take away any liability to which any master or seaman, being also owner or part owner of the ship to which he belongs, is subject in his capacity of master or seaman, or, except the last preceding section, to extend to any British ship which is not recognised as a British ship within the meaning of this Act.

The Maritime Conventions Act, 1911.

AN ACT TO AMEND THE LAW RELATING TO MERCHANT SHIPPING WITH A VIEW TO ENABLING CERTAIN CONVENTIONS TO BE CARRIED INTO EFFECT.—(16th December, 1911.)

No. 57.—WHEREAS at the Conference held at Brussels in the year Nineteen hundred and ten two conventions, dealing respectively with collisions between vessels and with salvage, were signed on behalf of His Majesty, and it is desirable that such amendments should be made in the law relating to merchant shipping as will enable effect to be given to the conventions.

Be it therefore enacted by the King's Most Excellent Majesty, by and with the advice and consent of the Lords Spiritual and Temporal, and Commons, in this present Parliament assembled, and by the authority of the same, as follows :—

PROVISIONS AS TO COLLISIONS, ETC.

1. (1) Where, by the fault of two or more vessels, damage or loss is caused to one or more of these vessels, to their cargoes or freight, or to any property on board, the liability to make good the damage or loss shall be in proportion to the degree in which each vessel was in fault :

Provided that—

(*a*) if, having regard to all the circumstances of the case, it is not possible to establish different degrees of fault, the liability shall be apportioned equally ; and

(*b*) nothing in this section shall operate so as to render any vessel liable for any loss or damage to which her fault has not contributed ; and

(*c*) nothing in this section shall effect the liability of any person under a contract of carriage or any contract, or shall be construed as imposing any liability upon any person from which he is exempted by any contract or by any provision of law, or as affecting the right of any person to limit his liability in the manner provided by law.

(2) For the purposes of this Act, the expression " freight " includes passage money and hire, and references to damage or loss caused by the fault of a vessel shall be construed as including references to any salvage or other expenses, consequent upon that fault, recoverable at law by way of damages.

2. Where loss of life or personal injuries are suffered by any person on board a vessel owing to the fault of that vessel and of any other vessel or vessels, the liability of the owners of the vessels shall be joint and several :

Provided that nothing in this section shall be construed as depriving any person of any right of defence on which, independently of this section, he might have relied in an action brought against him by the person injured, or any person or persons entitled to sue in respect of such loss of life, or shall affect the right of any person to limit his liability in cases to which this section relates in the manner provided by law.

3. (1) Where loss of life or personal injuries are suffered by any person on board a vessel owing to the fault of that vessel and any other vessel or vessels, and a proportion of the damages is recovered against the owners of one of the vessels which exceeds the proportion in which she was in fault, they may recover by way of contribution the amount of the excess from the owners of the other vessel or vessels to the extent to which those vessels were respectively in fault :

Provided that no amount shall be so recovered which could not, by reason of any statutory or contractual limitation of, or exemption from, liability, or which could not for any other reason have been recovered in the first instance as damages by the persons entitled to sue therefor.

(2) In addition to any other remedy provided by law, the persons entitled to any such contribution as aforesaid shall, for the purpose of recovering the same, have, subject to the provisions of this Act, the same rights and powers as the persons entitled to sue for damages in the first instance.

4. (1) Subsection (4) of section four hundred and nineteen of the Merchant Shipping Act, 1894 (which provides that a ship shall be deemed in fault in a case of collision where any of the collision regulations have been infringed by that ship), is hereby repealed.

(2) The failure of the master or person in charge of a vessel to comply with the provisions of section four hundred and twenty-two of the Merchant Shipping Act, 1894 (which imposes a duty upon masters and persons in charge of vessels after a collision to stand by and assist the other vessel), shall not raise any presumption of

law that the collision was caused by his wrongful act, neglect, or default, and accordingly subsection (2) of that section shall be repealed.

5. Any enactment which confers on any court Admiralty jurisdiction in respect of damage shall have effect as though references to such damage included references to damages for loss of life or personal injury, and accordingly proceedings in respect of such damages may be brought *in rem* or *in personam*.

Provisions as to Salvage.

6. (1) The master or person in charge of a vessel shall, so far as he can do so without serious danger to his own vessel, her crew, and passengers (if any), render assistance to every person, even if such person be a subject of a foreign State at war with His Majesty, who is found at sea in danger of being lost, and if he fails to do so he shall be guilty of a misdemeanour.

(2) Compliance by the master or person in charge of a vessel with the provisions of this section shall not affect his right or the right of any other person to salvage.

7. Where any dispute arises as to the appointment of any amount of salvage among the owners, master, pilot, crew, and other persons in the service of any foreign vessel, the amount shall be apportioned by the court or person making the apportionment in accordance with the law of the country to which the vessel belongs.

General Provisions.

8. No action shall be maintainable to enforce any claim or lien against a vessel or her owners in respect of any damage or loss to another vessel, her cargo or freight, or any property on board her, or damages for loss of life or personal injuries suffered by any person on board her, caused by the fault of the former vessel, whether such vessel be wholly or partly in fault or in respect of any salvage services, unless proceedings therein are commenced within two years from the date when the damage or loss or injury was caused or the salvage services were rendered, and an action shall not be maintainable under this Act to enforce any contribution in respect of an overpaid proportion of any damages for loss of life or personal injuries unless proceedings therein are commenced within one year from the date of payment :

Provided that any court having jurisdiction to deal with an action to which this section relates may, in accordance with the rules of court, extend any such period, to such extent and on such conditions as it thinks fit, and shall, if satisfied that there has not during such period been any reasonable opportunity of arresting the defendant vessel within the jurisdiction of the court, or within the territorial waters of the country to which the plaintiff's ship belongs or in which the plaintiff resides or has his principal place of business, extend any such period to an extent sufficient to give such reasonable opportunity.

9. (1) This Act shall extend throughout His Majesty's dominions, and to any territories under his protection, and to Cyprus :

Provided that it shall not extend to the Dominion of Canada, the Commonwealth of Australia, the Dominion of New Zealand, the Union of South Africa, and Newfoundland.

(2) This Act shall not apply in any case in which proceedings have been taken before the passing thereof, and all such cases shall be determined as though this Act had not been passed.

(3) The provisions of this Act shall be applied in all cases heard and determined in any court having jurisdiction to deal with the case and in whatever waters the damage or loss in question was caused or the salvage services in question were rendered, and subsection (9) of section twenty-five of the Supreme Court of Judicature Act, 1873, shall cease to have effect.

(4) This Act shall apply to any persons other than the owners responsible for the fault of the vessel as though the expression " owners " included such persons, and in any case where, by virtue of any charter or demise, or for any other reason, the owners are not responsible for the navigation and management of the vessel, this Act shall be read as though for references to the owners there were substituted references to the Charterers or other persons for the time being so responsible.

10. This Act may be cited as the Maritime Conventions Act, 1911, and shall be construed as one with the Merchant Shipping Acts, 1894 to 1907.

Maritime Conventions, 1922.

LIMITATIONS OF SHIPOWNERS' LIABILITY.

After discussions extending from the year 1922, the Convention on the Limitation of Shipowners' Liability has now been signed by Great Britain. France and Belgium have also signed the Convention, and it is understood that the Dutch and Italian Governments intend to take similar action in the near future.

Salvage Agreement.

ON BASIS OF LLOYD'S STANDARD FORM OF "NO CURE—NO PAY" AGREEMENT.

IT IS AGREED BETWEEN and her cargo acting for the owners of the Ship according to their respective interests and (hereinafter called "the Contractor") that the latter shall endeavour to salve the said vessel and her cargo, and to take the same into or such other place as may be hereafter agreed between the parties hereto. The said services shall be salvage services, and shall be rendered upon and in accordance with the terms of the Standard Form of "No Cure—No Pay" Agreement published by the Committee of Lloyd's, the provisions of which shall apply to this Agreement as if actually inserted herein.

The remuneration demanded by the Contractor and which, subject to the provisions of the said Standard Form, shall be paid to him for his services is £ in case of success, and a maximum of per cent. of the value or proceeds of the property salved in case of only partial success.

Subject to the provision of the Standard Form the Contractor shall have a lien on the property salved for his remuneration.

Standard Form of Salvage Agreement.

(Approved and Published by the Committee of Lloyd's.)

NO CURE—NO PAY.

On board the Dated 19
IT IS HEREBY AGREED BETWEEN Captain of the
(afterwards called "the Master") and
(afterwards called "the Contractor") as follows :—

1. The Contractor agrees to use his best endeavours to salve the and her cargo and take her into or other place to be hereafter agreed with the Master, providing at his own risk all proper steam and other assistance and labour. The services shall be rendered and accepted as salvage services upon the principle of "no cure—no pay" and the Contractor's remuneration in the event of success shall be £ , that being the sum demanded by him, unless this sum shall afterwards be objected to as hereinafter mentioned, in which case the remuneration for the services rendered shall be fixed by arbitration in London in the manner hereinafter prescribed; and any other difference arising out of this Agreement or the operations thereunder shall be referred to Arbitration in the same way.

2. The Contractor may make reasonable use of the vessel's gear, anchors, chains and other appurtenances during and for the purpose of the operations free of costs, but shall not unnecessarily damage, abandon or sacrifice the same or any other of the property.

3. Notwithstanding anything hereinbefore contained, should the operations be only partially successful without any negligence or want of ordinary skill and care on the part of the Contractor or of any person by him employed in the operations, and any portion of the vessel's cargo or stores be salved by the Contractor, he shall be entitled to reasonable remuneration not exceeding a sum equal to per cent. of the estimated value of the property salved at or if the property salved shall be sold there then not exceeding the like percentage of the net proceeds of such sale after deducting all expenses and customs duties or other imposts paid or incurred thereon, but he shall not be entitled to any further remuneration, reimbursement or compensation whatsoever, and such reasonable remuneration shall be fixed in case of difference by arbitration in manner hereinbefore prescribed.

4. The Contractor engages not to arrest or detain the vessel or cargo or property salved except in the event of any attempt being made to remove the same from without his consent before the said sum of £ or the said maximum remuneration mentioned in Clause 3 (as the case may be) has been deposited in cash with the Committee of Lloyd's to abide the result of the arbitration hereinbefore mentioned, or such security or bail therefor as the Committee may in their absolute discretion consider sufficient has been given to them to abide the like result. Subject to this Agreement the Contractor shall have a lien on the property salved for his remuneration.

5. The Committee of Lloyd's after the expiry of 42 days from the date of the deposit having been made or security or bail having been given as provided for in Clause 4 shall realise or enforce the same and pay over the amount thereof to the Contractor, unless they shall meanwhile have received written notice of objection and a claim for arbitration from any of the parties entitled and authorised to make such objection and claim, or unless they shall themselves think fit to object and demand arbitration. The receipt of the Contractor shall be a good discharge to the Committee for any monies so paid and they shall incur no responsibility to any of the parties concerned by making such payment and no objection or claim for Arbitration shall be entertained or acted upon unless received by the Committee within the 42 days above mentioned.

6. In case of arbitration the Committee of Lloyd's shall forthwith upon the publication of the award pay to the Contractor out of the cash deposit, or by realizing or enforcing the security or bail, the amount awarded to him, and shall pay the balance (if any) of the deposit to the depositors whose receipts shall be a good discharge for the same. If the award increases the remuneration, the parties mentioned in Clause 12 shall pay the difference to the Contractor.

7. The Committee of Lloyd's shall not be in any way responsible for the sufficiency of any security or bail accepted by them, nor for the default or insolvency of any person giving security or bail.

8. In case of objection being made and arbitration demanded, the remuneration for the services shall be fixed by the Committee of Lloyd's as Arbitrators or at their option by an Arbitrator to be appointed by them, unless they shall within 30 days from the date of this Agreement receive from the Contractor a written or telegraphic notice appointing an Arbitrator on his own behalf, in which case such notice shall be communicated by them to the Managing Owner of the vessel and he shall within 15 days from the receipt thereof give a written notice to the Committee of Lloyd's appointing another Arbitrator on behalf of all the parties interested in the property salved ; and if the Managing Owner shall fail to appoint an Arbitrator as aforesaid the Committee of Lloyd's shall appoint an Arbitrator on behalf of all the parties interested in the property salved, or they may if they think fit direct that the Contractor's nominee shall act as sole Arbitrator ; and thereupon the arbitration shall be held in London by the Arbitrators or Arbitrator so appointed. If the Arbitrators cannot agree they shall forthwith notify the Committee of Lloyd's, who shall thereupon either themselves act as Umpires or shall appoint some other person as Umpire. Any award of the Arbitrators or Arbitrator or Umpire shall be final and binding on all the parties concerned, and they or he shall have power to obtain, call for, receive and act upon any such oral or documentary evidence or information (whether the same be strictly admissible as evidence or not) as they or he may think fit, and to conduct the arbitration in such manner in all respects as they or he may think fit, and to maintain, reduce or increase the sum demanded by the Contractor. The Arbitrators or Arbitrator and the Umpire (including the Committee of Lloyd's if they act in either capacity) may charge such fees as they may think reasonable, and the Committee of Lloyd's may in any event charge a reasonable fee for their services in connection with the arbitration, and all such fees shall be treated as part of the costs of the arbitration and award and shall be paid by such of the parties as the award may direct. Save as aforesaid the statutory provisions as to arbitration for the time being in force in England shall apply.

9. The Committee of Lloyd's may in their discretion out of the cash deposit or out of the security or bail (which they may realise or enforce for that purpose) pay to the Contractor on account before the publication of the award such sum as they may think reasonable on account of any out-of-pocket expenses incurred by him in connection with the services.

10. The Master is not authorised to make or give and the Contractor shall not demand or take any payment, draft or order for on account of the remuneration.

11. Any dispute between any of the parties interested in the property salved as to the proportions in which they are to contribute to the cash deposit or the sum awarded or provide the security or bail or as to any other matter concerning them shall be referred to and determined by the Committee of Lloyd's whose decision shall be final and is to be complied with forthwith.

12. The Master enters into this Agreement as Agent for the vessel and cargo and the respective owners thereof and binds each (but not the one for the other or himself personally) to the due performance thereof.

13. Any of the following parties may object to the sum named in Clause 1 as excessive or insufficient, having regard to the services which proved to be necessary in performing the Agreement or to the value of the property salved at the completion of the operations, and may claim arbitration, viz. :—(1) The Owners of

the ship; (2) Such other persons together interested as Owners and/or Underwriters or any part not being less than one-fourth of the property salved as the Committee of Lloyd's in their absolute discretion may by reason of the substantial character of their interest or otherwise authorise to object; (3) The Contractor; (4) The Committee of Lloyd's—Any such objection and the award upon the arbitration following thereon shall be binding, not only upon the objectors, but upon all concerned, provided always that the Arbitrators or Arbitrator or Umpire may in case of objection by some only of the parties interested order the costs to be paid by the objectors, only provided also that if the Committee of Lloyd's in their public capacity be objectors they shall not themselves act as Arbitrators or Umpires.

14. If the parties to any such arbitration or either of them desire to be heard or to adduce evidence at the arbitration, they shall give notice to that effect to the Secretary of Lloyd's and shall respectively nominate a person in London to represent them for all the purposes of the arbitration, and failing such notice and nomination being given within 14 days, or such longer period as the said Committee of Lloyd's may allow after the notice of objection, the Arbitrators or Arbitrator or Umpire may proceed as if the parties failing to give the same had renounced their right to be heard or adduce evidence.

15. Any award, notice, authority, order or other document signed by the Chairman or Secretary of Lloyd's on behalf of the Committee shall be deemed to have been duly signed by and shall have the same force and effect in all respects as if it had been signed by every member of the Committee.

Form of Bottomry Bond.

KNOW ALL MEN BY THESE PRESENTS that I, of Master of the of tons burthen, now riding at anchor in having, in the prosecution of a voyage from to put into for the purpose of procuring provisions and other supplies necessary for the continuation and performance of the said voyage, am at this time compelled to take up, on the security of the and her freight, the sum of pounds sterling money of Great Britain, in order to get the said ship to sea, and to the furnishing of her with provisions and necessaries for the said voyage, which sum of merchants, have at my request lent to me, and supplied me with, at the rate of pounds for the said pounds during the voyage of the said from to

NOW KNOW YE that I, by these presents do, for me, my executors and administrators, covenant with the said that the said ship shall, after the date of these presents, with all convenient speed, sail for there to finish the voyage aforesaid. AND I, in consideration of the sum of pounds paid to me by the said at and before the sealing and delivery of these presents, do hereby bind myself, my heirs, executors and administrators, my goods and chattels, and particularly the said ship, the tackle and apparel of the same, and also the freight to become due on the termination of the said voyage, to pay to the said their executors, administrators and assigns, the sum of pounds of lawful British money within thirty days next after the safe arrival of the said ship at the port of from the said voyage.

AND I, do for me, my executors and administrators, covenant with the said their executors and administrators, that I, at the time of sealing and delivering these presents, have power and authority to charge the said ship and her freight as aforesaid, and that the said ship shall at all times after the said voyage be liable and chargeable for the payment of the said pounds until the said charge be fully satisfied according to the true intent and meaning of these presents.

AND LASTLY it is hereby agreed that in case the said ship shall be lost or miscarry on the said voyage, and before her arrival at that then the payment of the said pounds shall not be demanded or be recoverable by the said their executors, administrators or assigns, but shall cease and determine, and the loss thereby be wholly borne by the said their executors and administrators, and this bond be thereupon wholly voided.

IN WITNESS WHEREOF the parties have interchangeably set their hands and seals to three bonds of this tenor and date, one of which being paid the others to be null and void.

(Signed)

Witness

Lloyd's Average Bond.

AN AGREEMENT made this day of 192

* Insert here name of Shipowner.

BETWEEN* Owner of the Ship or Vessel called the and the several Persons whose names or Firms are set and subscribed hereto being respectively consignees of Cargo on board the said Ship of the other part

WHEREAS the said Ship lately arrived in the Port of on a voyage from and it is alleged that during such voyage the vessel met with a casualty and sustained damage and loss and that sacrifices were made and expenditure incurred which may form a Charge on the Cargo or some part thereof or be the subject of a salvage and/or a general average contribution but the same cannot be immediately ascertained and in the meantime it is desirable that the Cargo shall be delivered NOW THEREFORE THESE PRESENTS WITNESS and the said Owner in consideration of the agreement of the parties hereto of the second part hereinafter contained hereby agrees with the respective parties hereto of the second part that he will deliver to them respectively or to their order respectively their respective consignments particulars whereof are contained in the Schedule hereto on payment of the freight payable on delivery if any and the said parties hereto of the second part in consideration of the said Agreement of the said Owner for themselves severally and respectively and not the one for the others of them hereby agree with the said Owner that they will pay to the said Owner of the said Ship the proper and respective proportion of any salvage and/or general average and/or particular and or other charges which may be chargeable upon their respective consignments particulars whereof are contained in the Schedule hereto or to which the Shippers or Owners of such consignments may be liable to contribute in respect of such damage loss sacrifice or expenditure and the said parties hereto of the second part further promise and agree forthwith to furnish to the Owner of the said Ship a correct account and particulars of the value of the goods delivered to them respectively in order that any such salvage and/or general average and/or particulars and/or other charges may be ascertained and adjusted in the usual manner.

This addition to be made to the Agreement in those cases which justify the Shipowner in asking for a deposit.

AND WHEREAS at the request of the owner of the said Ship the parties hereto of the second part have respectively deposited or agreed to deposit in the Bank of in the joint names of nominated on behalf of the said Owner and nominated on behalf of such Depositors (which persons are hereinafter called " the Trustees ") the sum of per cent. on the amount of the estimated value of their respective interests NOW IT IS HEREBY further agreed that the sum so deposited by the said parties respectively shall be held as security for and upon trust for the payment to the parties entitled thereto of the salvage and /or general average and /or particular and/or other charges payable by the said parties hereto of the second part respectively as aforesaid and subject thereto upon trust for the said Depositors respectively.

This addition to be made when *ad interim* payments may have to be made by the Trustees.

PROVIDED ALWAYS that the Trustees may from time to time pending the preparation of the usual Statement pay to the said parties of the first part in respect of the amounts which may ultimately be found due from the said Depositors respectively and pay or refund to the parties hereto of the second part or any of them in respect of the amounts which may ultimately be found due to them such sums out of the said deposits as may from time to time be certified by the Adjuster or Adjusters who may be employed to adjust the said salvage and /or general average and /or particular and/or other charges to be a proper sum or proper sums to be advanced by the Trustees on account of the said amounts AND IT IS HEREBY DECLARED AND AGREED that any payment or payments on account which shall be made by the Trustees under or in accordance with the Statement or in pursuance of any Certificate to be made or given by the said Adjusters as aforesaid shall discharge such Trustees from all liability in respect of the amounts so paid and it shall not be necessary for them to inquire into the correctness of the Statement or Certificate PROVIDED ALWAYS that the deposits so to be made as aforesaid shall be treated as payments made without prejudice and without admitting liability in respect of the said alleged salvage and/or general average and /or particular and/or other charges and as though the same had been made by the Depositors respectively for the purpose only of obtaining delivery of their goods and in like manner all amounts returned by the Trustees to the Depositors shall be received by the latter respectively without prejudice to any claim which the Master or Owner of the said Ship may have against them respectively And nothing herein contained shall constitute the said Adjuster or Adjusters an arbitrator or arbitrators or render his or their Certificate or Statement binding upon any of the parties.

IN WITNESS whereof the Owner of the said Ship or Vessel or its Master or Agent and the parties hereto of the second part have hereunto set their hands or firms the day and year first above written.

Insert here name of Owner, Master or Agent of Vessel.

Witness to the signature of }

.....

SCHEDULE.

No. of Bill of Lading.	Description and Quantity of Cargo.	Signature and Address of Consignees.	Witness to Signature of Consignees. *N.B.—Witnesses must add their Addresses and Occupation.*

Form to be signed by Persons granted a Passage, whether signed on the Ship's Articles or otherwise :

To the Owners of the S.S.

In consideration of your allowing me to make a voyage in the above steamer, I hereby undertake to make no claim upon you of any nature whatsoever, under any circumstances, nor to participate in salvage monies.

I also undertake to obtain a guarantor to indemnify you and insure you against any claims of any kind made by me or by my relations or representatives.

Signature 6d. Stamp.

Date

Form to be signed by Guarantor or Underwriter :—

In consideration of a premium of 1s., receipt of which is acknowledged, I hereby insure and indemnify the owners of the S.S.
against any claim that may be made upon them by Mr. or by any of his relatives or representatives in connection with his intended voyage in the said steamship, whether in respect of compensation, personal injury, death, loss of or damage to luggage or effects, participation in salvage money, or claims of any other nature whatsoever, however arising.

I also undertake to reimburse the shipowners for any charges they may be put to, or be called upon to pay for hospital, medical, burial or repatriation expenses on account of the said Mr.

Signature 2d. Stamp.

Address

Date

Chartering.

ADDITIONS AND ALTERATIONS WHICH HAVE BECOME EFFECTIVE SINCE 30TH JUNE, 1925.

Page 5. CARDIFF PILOTAGE.

These rates, as detailed, are 75% above pre-war rates. From 1st September, 1925, the increase, viz., 75%, has been reduced to 70%.

Page 23. BARRY PILOTAGE.

These charges are subject to a reduction of 5% from 22nd July, 1925.

Page 45a. SOUTH WALES PORTS. (Port Charges).

Specimen Steamers' Accounts.

Page 131. BOSTON (U.S.A.) .. (2) 1,500 .. f.d. Other conditions to apply.

Page 199. POMARON (Portugal) .. (2) 250 .. 1/6.
Charterers' option 350 .. 1/9. Other conditions to apply.

Page 203. PROVIDENCE (U.S.A.) (2) " Net terms " 6/1,000 .. f.d.
Free address commission.
Free brokerage.
Freight prepaid on Bill of Lading quantity without discount.

SPILICE (Jugo-Slavia) 400 .. 8d.

Page 256. INSTITUTE WARRANTIES.

On 1st April, 1926, Clauses 1 and 2 were altered to read :—

(1) Warranted not to enter or sail from any port or place on the Atlantic Coast of North America its rivers or adjacent islands north of 43° 40′ N. lat., except the port of Halifax, and for bunkering purposes only the ports of Louisburg and Sydney. Warranted not to enter or sail from any port or place on the Pacific Coast of North America its rivers or adjacent islands north of 50° N. lat., except ports or places on Vancouver Island and Prince Rupert via Dixon Strait.

(2) Warranted not to enter or sail from a port in the Baltic north of 64° 10′ N. lat., between 1st October and 30th April (b.d.i.) or north of Stockholm-Reval line or East of Reval between 1st November and 30th April (b.d.i.) or north of 56° N. lat., between 21st November and 19th April (b.d.i.).

Page 279. CANADA (B.N.A.-ATLANTIC)/UNITED KINGDOM, CONTINENT.

Spoolwood : The approximate weight of a standard in a shipment by a steamer in 1925 was $4\frac{1}{4}$ tons.

Page 294. NEWFOUNDLAND/U.S.A. (ATLANTIC PORTS).

Cordwood : Shipped under and on deck. Freight paid :—

(1) per cord of 128 c.ft.

(2) per cord to be based on (*a*) 135 c.ft. for peeled wood, (*b*) 145 c.ft. for unpeeled wood. Charterers sometimes guarantee to limit the unpeeled wood to less than half the complete cargo.

Page 3. TARIFFS AT SOUTH WALES PORTS.

Since 1st June, 1926, the G.W.R. have cancelled the privilege that tonnage moving from Cardiff to Penarth or Barry should only be required to pay one tonnage rate plus locking fee.

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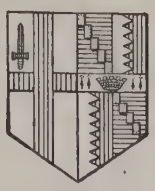

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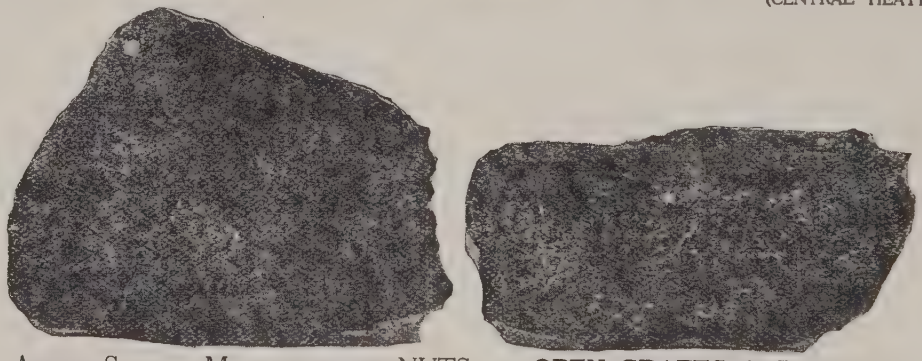

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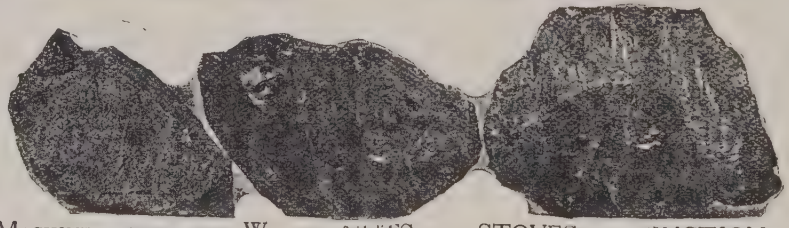

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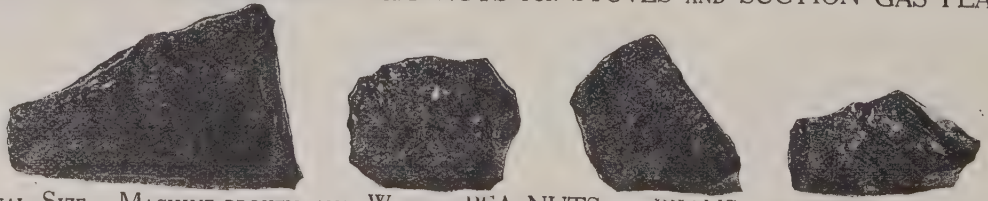

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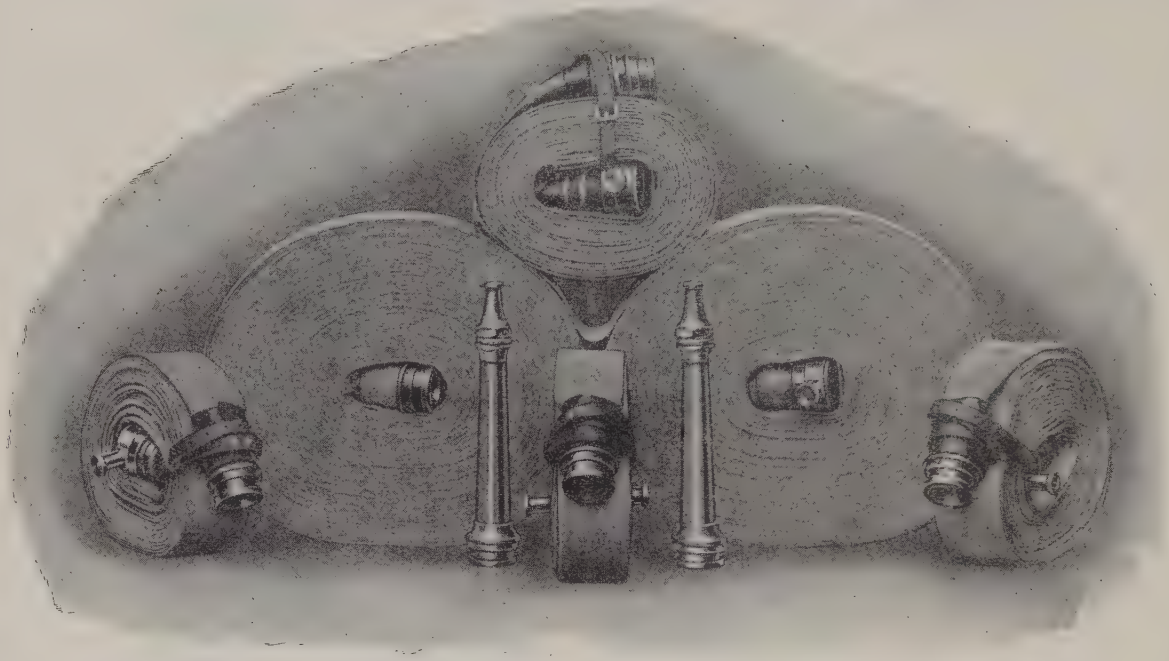

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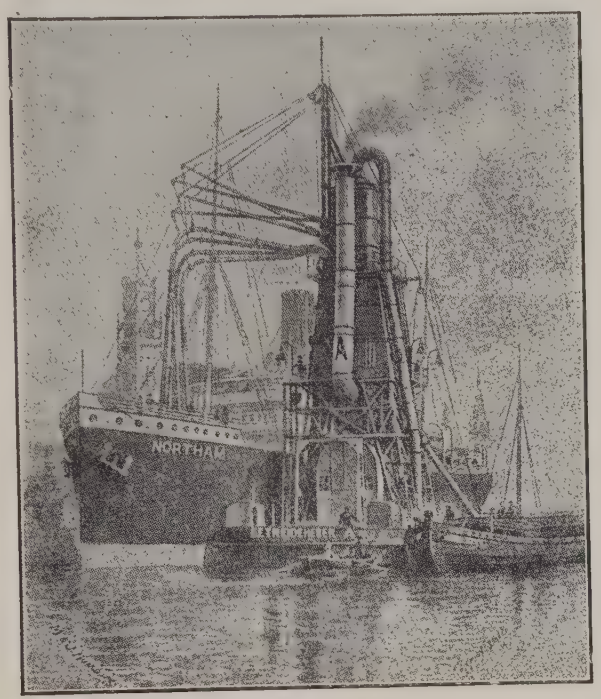

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